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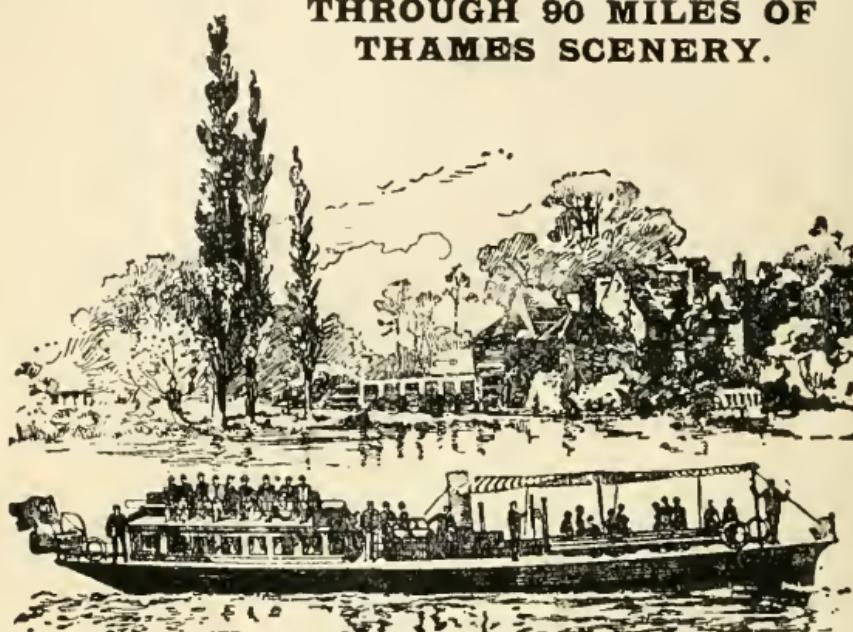




GUIDE TO THE  
ISLE OF WIGHT.

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Henley arr. about	.	7.0 p.m., 1.30 p.m.
dep.	.	9.50 a.m., 2.40 p.m.
Windsor arr. "	.	1.45 p.m., 7.15 p.m.
dep. "	.	2.40 p.m., 9.15 a.m.
Kingston arr. "	.	7.10 p.m., 1.30 p.m.

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Kingston dep.	.	9.0 a.m., 2.30 p.m.
Windsor arr. about.	1.40 p.m.,	7.15 p.m.
dep.	.	2.40 p.m., 9.15 a.m.
Henley arr.	.	7.15 p.m., 1.40 p.m.
dep.	.	9.0 a.m., 2.40 p.m.
Wallingford arr. "	.	1.40 p.m., 7.15 p.m.
dep. "	.	2.40 p.m., 9.0 a.m.
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A

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TO THE

ISLE OF WIGHT,

IN SIX SECTIONS,

WITH

*EXCURSIONS, AND CYCLING AND PEDESTRIAN  
ROUTES FROM EACH CENTRE.*

Fourteenth Edition - Revised.

UPWARDS OF SEVENTY ILLUSTRATIONS.

MAP OF THE ISLAND.

OUTLINE MAP, SHEWING CYCLING ROUTES FROM LONDON

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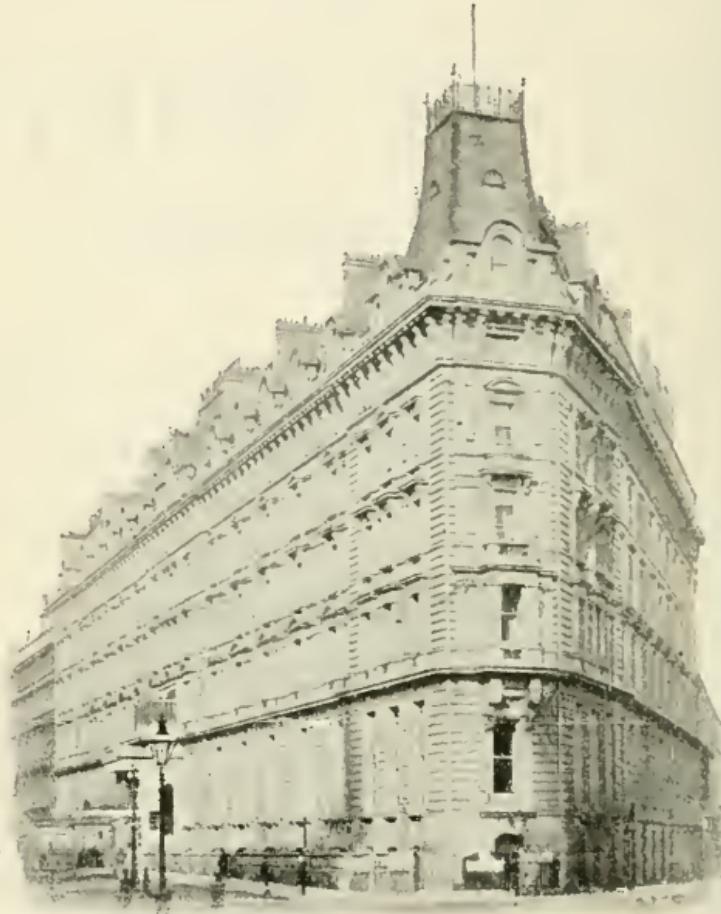
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W. U. Kirk & Sons.]

[Cowes.

THE "LEANDER" WINNING THE FIRST KING'S CUP,  
AUGUST, 1901.

## GUIDE TO THE ISLE OF WIGHT.

### INTRODUCTION.

"That beautiful island which he who once sees never forgets, through whatever part of the world his future path may lead him."—SIR WALTER SCOTT.

### The Isle of Wight as a Holiday Resort.

**A**S a resort of those who make holiday," says a writer in the *Daily Telegraph*, "the Isle of Wight is an embarrassment. Its attractions are so numerous and diverse that the visitor pauses on the shore to weigh the merits of half a dozen

# NEWPORT, I.W.

## Roach's Hotel Restaurant

**ST. JAMES'S SQUARE.**



Finest and Best Appointed Restaurant in the Island.  
Excellent Cuisine, good Commercial, Coffee, and Smoking  
Rooms, Redecorated throughout. Electric Light.

Visitors and Tourists will find in this Establishment every  
comfort and convenience.

Luncheons from 1/- ; teas from -/6.

**GEO. QUARRIER, Proprietor.**

famous spots. Shall he remain in Ryde, seek the sands of Sandown, the green recesses of Shanklin, the bold heights of Ventnor, or, rejecting all these, push on into the less known western places where the railway whistle has only recently been heard? As a matter of fact, there is small need for such precision. The visitor to the Isle of Wight may drop down anywhere along the shore or inland, and be certain that the spot shall be a garden, and not a wilderness. He will find on every hand scenes of beauty such as, within the same compass, no other place frequented by tourists can show."

Next to beauty of scenery, the holiday-maker values facilities for pleasure. The amusements and recreations open to the visitor during his sojourn in the Island are so numerous that we can do little more than catalogue them. Nowhere in the British Isles is better and safer bathing to be had. This is notably the case in Sandown Bay, with its long stretch of firm and gently-sloping sands. Boating of the absolutely safe, or "butterfly," order may also be had in the same locality, while adventurous spirits may hazard themselves on the more ruffled waters of the Solent. For yachtsmen the Island, or rather the narrow strip of water which makes it such, is of course the resort *par excellence*. Regattas are held not only at Cowes, but at Ryde, Bembridge, Sea View, Yarmouth, Shanklin, Ventnor, and elsewhere during the season. Fishing, both salt and fresh water, is fairly plentiful, though the latter is strictly preserved. Mullet, whiting, bass, plaice, flounders, and dabs are the most common sea fish. Golfers, who of all men know a good thing when they see it, have found out the Island, and there are excellent links at Bembridge, Sandown, Ventnor, Freshwater, and elsewhere. In connection with all these forms of sport there are local clubs willing to welcome visitors.

The pedestrian will find ample scope for his powers in tramping the noble Downs. The "Highlands" of the Island, if the term may be permitted, are not, in our opinion, sufficiently known and appreciated. The tourist who has climbed Ben Nevis or Mangerton, or even Cader

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wise  
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Splendid Accommodation for Visitors and Tourists. Large Dining Room facing the Sea. **Luncheons, Dinners, and Teas.** Speciality in Catering for Public Luncheons, Choirs, Schools, and Large Parties.

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## WEST COWES.

### GLOBE HOTEL (ON SEA FRONT)

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EXCELLENT CUISINE. MODERATE TERMS.

MRS. D. WARN, Proprietress.

Idris, may laugh at St. Boniface, with its paltry 787 feet, but we may assure the average stay-at-home citizen, with a short annual vacation, that he will find the ascent—particularly on the southern side—as stiff a bit of mountaineering as he is likely to care for. And, once up, what a panorama is unfolded ! Not bleak, bare mountain heights, with cold stone walls running in every direction, as in Wales, but a succession of warm and smiling valleys, typically English, with trim hedgerows, and copses behind which snug farmsteads nestle ; and here and there, through the gaps of the hills, a glimpse of the sparkling sea, dotted, it may be, right in the line of vision, with a few white sails, or the distantly picturesque funnel of a steamer. And the air ! People who want bracing need not be afraid of the Isle of Wight. Some of the towns may be relaxing at certain seasons, but let the visitor climb any of the downs marked on the map, and walk along the springy turf, amid the heather and the gorse, for a mile or two, and we will guarantee him an appetite.

The cyclist is at a slight disadvantage on account of these same downs, to which every road seems soon or late to lead. But this does not deter multitudes of enthusiastic wheelmen and wheelwomen from bringing their machines across, and, as we elsewhere show, they have their reward.

### **Hotels and their Tariffs.**

As regards accommodation the visitor need entertain no apprehension. In all the larger towns there are numerous first-class hotels and boarding-houses, and an abundance of private lodgings of every grade. During August and the early part of September we would counsel inquiry by letter or otherwise beforehand. Complaint is sometimes made that living in the Island is expensive, but as a correspondent of a London daily once put it, "so rare an entertainment deserves its price." It will be found, on the whole, that prices in hotels and boarding-houses, particularly in such towns as Sandown and Ventnor, compare very favourably with those in other parts of the country, and inexpensive private apartments can generally be obtained with little difficulty. Things have altered vastly since Fielding was

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**F. FAIRMANER,**

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SHORTEST NOTICE.**

**TARIFF ON APPLICATION.**

Visitors will find Home Comforts at strictly moderate charges, and every accommodation for Commercial Gentlemen.

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Sampson (late Symonds) Boats, Canoes and Tents for hire.

lodged at Ryde in a comfortless inn, "built with the materials of a wreck, sunk down with age on one side, and in the form of a ship with gunwales." Having expostulated vainly with the landlady on the bad service, he addressed himself to the landlord. "I don't know anything about it, sir," replied that complacent worthy, "I leaves all that to my wife." The bills increased daily. "A pennyworth of fire, rated to-day at a shilling, to-morrow was eighteen-pence." "Two dishes dressed for two shillings on Saturday; half-a-crown charged for the cooking of one on Sunday." When the helpless visitor asked for fresh meat, he was told he could not have it, "for the butcher never killed ox or sheep during the beans and bacon season!"

We give below, for the convenience of readers, a list of the principal hotels. Where tariffs are appended, it must be understood that they were supplied by the proprietors themselves, but as changes of management are of frequent occurrence, it is as well to verify the prices by previous inquiry.

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

### Alum Bay.

**Royal Needles**: *R.*, *fr.* 2/6; *b.*, *fr.* 1/6; *l.*, *fr.* 2/6; *d.*, 5/-; *t.*, *fr.* 1/-; *a.*, 1/6. *Pension*: 10/6 per day, 63/- per week.

### Bembridge.

**Royal Spithead**: *R.*, 3/-; *b.*, 2/6; *l.*, 2/6; *d.*, 4/6; *t.*, 1/6; *a.*, 1/6. *Pension*: 10/6 to 12/- per day, 3½ to 4 guineas per week. Members of Golf Club only boarded in season.

### Old Bembridge.

### Blackgang.

**Blackgang**: *R.*, 3/-; *b.*, 2/6 and 3/-; *l.*, 2/- and 2/6; *d.*, *fr.* 3/-; *t.*, 1/6; *a.*, 1/-. *Pension*: 8/- per day, 52/6 per week.

### Bonchurch.

**Bonchurch**: *R.*, *fr.* 2/6; *b.* or *t.*, *fr.* 1/6; *l.*, *fr.* 2/-; *d.* (*table d'hôte*), 5/-; *a.*, 1/6. *Pension*: 10/6 per day, 63/- per week.

### Brading.

**Bugle**.  
**Red Lion**: *R.*, 2/-; *b.* or *t.*, *fr.* 1/-; *l.*, 2/-; *d.*, 3/-. *Pension*: 6/6 per day, 35/- per week.

### Carisbrooke.

**Red Lion**: *R.*, 2/6; *b.*, 2/-; *l.*, 2/6; *d.*, 3/6; *t.*, 1/6. *Pension*: 10/- per day, 50/- per week.  
**Waverley**: *R.*, 2/6; *b.*, 2/-; *l.*, 2/6; *d.*, 3/6; *t.*, *fr.* 1/-; *a.*, nil. *Pension*: 6/- to 8/- per day, 42/- per week.

RYDE, I.W.

# Rupert House

FIRST-CLASS BOARDING  
ESTABLISHMENT.

(Corner of the lovely Spencer  
Road, £. 52.)

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Close to the New  
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with every home com-  
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Excellent Cuisine, com-  
bined with Moderate  
Charges.

MRS. A. TURTLE,  
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This old-established Hotel within five minutes' walk of Pier and Railway Station. Splendid Stock Rooms and Billiard Room. Excellent Cuisine. Private Sitting Rooms. Coaches to all parts of the Island. Telephone No. 17.

E. D. HATCH, PROPRIETOR.

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

**Carisbrooke (continued).**

**Eight Bells**: *R.*, *fr.* 2/6; *b.*, *fr.* 1/9; *l.*, 2/6; *d.*, 3/6; *t.*, *fr.* 1/-; *a.*, -/3.

**Temperance**: *R.*, 2/6; *b.*, 1/9; *l.*, 2/-; *d.*, 2/6; *t.*, -/9; *a.*, -/3.

**Castle.**

**Cowes.**

**Marine.**

**Gloster**:

**Fountain**.

**Globe**: *R.*, *fr.* 2/6; *b.*, 1/-; *l.*, 1/6; *d.*, 2/6; *t.*, *fr.* 1/-; *a.*, 1/-. *Pension*: 6/6 per day, 42/- per week.

**Dolphin**.

**Tudor (Boarding)**:

**Cowes, East.**

**Royal Medina**: *R.*, *fr.* 3/-; *b.*, 2/-; *l.*, 2/-; *d.*, 2/6; *t.*, *fr.* 1/-; *a.*, 1/-. *Pension*: 7/6 per day, 42/- per week.

**Prince of Wales**.

**Chale.**

**Clarendon**: *R.*, 2/-; *b.*, *fr.* 1/6; *t.*, *fr.* 2/-; *d.*, *fr.* 2/6; *t.*, *fr.* 1/-; *a.*, -/3. *Pension*: 5/6 per day, 25/- to 35/- per week.

**Freshwater Bay.**

**Freshwater Bay**.

**Albion**: *R.*, *fr.* 2/6; *b.*, *fr.* 2/-; *t.*, *fr.* 2/-; *d.*, 4/6; *t.*, *fr.* 1/-; *a.*, 1/6. *Pension*: 9/- to 10/6 per day.

**Red Lion**: *R.*, 2/-; *b.*, or *t.*, 1/6; *d.*, 2/6; *t.*, *fr.* 1/-; *a.*, -/6. *Pension*: 6/6 per day, 42/- per week.

**Freshwater (continued).**

**Saunder's Temperance**: *R.*, 2/- to 3/-; *b.*, *fr.* -/9; *l.*, *fr.* 1/-; *d.* (*table d'hôte*), 2/6 to 3/-; *t.*, *fr.* -/9; *a.*, -/3. *Pension*: *fr.* 6/- per day, 30/- to 42/- per week.

**Royal Standard.**

**Newport.**

**Bugle**: *R.*, *fr.* 2/6; *b.*, *fr.* 1/6; *t.*, 2/6; *d.*, *fr.* 2/6; *t.*, *fr.* 1/-; *a.*, 1/6.

**Warburton's**: *R.*, *fr.* 2/6; *b.*, *fr.* 1/6; *t.*, *fr.* 2/-; *d.*, *fr.* 2/6; *t.*, *fr.* 1/6; *a.*, 1/-. *Pension*: 10/6 per day.

**Roach's (temp.)**: *R.*, 2/-; *b.*, *fr.* 1/-; *t.*, 1/3; *d.*, 2/-; *t.*, 1/-.

**Star**: *R.*, 2/-; *b.*, or *t.*, 1/6; *l.*, 1/6; *d.*, 2/-; *a.*, -/6.

**Wheatsheaf.**

**Ryde.**

**Royal Pier**: *R.*, *fr.* 3/6; *b.*, or *t.*, *fr.* 2/-; *l.*, à la carte; *d.* (*table d'hôte*), 5/-; *a.*, 1/6.

**Esplanade.**

**Eagle.**

**Yelf's.**

**York**: *R.*, *fr.* 2/-; *b.*, or *t.*, 2/-; *d.*, 3/6; *l.*, 1/6; *a.*, 1/-. *Pension*: 8/6 per day, 52/6 per week.

**Waverley Temperance**: *R.*, *fr.* 2/-; *b.*, or *t.*, *fr.* 1/-; *l.*, 2/-; *d.*, 2/-; *a.*, -/6. *Pension*: 7/6 per day, 42/- per week.

**Crown**: *R.*, *fr.* 2/-; *b.*, or *t.*, 2/-; *d.*, 3/6; *l.*, 1/6; *a.*, 1/-. *Pension*: 8/6 per day, 52/6 per week.

**Marine**: *R.*, 2/-; *b.*, 1/-; *l.*, 1/3; *d.*, *fr.* 2/6; *t.*, -/6. *Pension*: 6/6 per day, 42/- per week.

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[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *d.*, dinner; *t.*, tea; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

### Ryde (continued).

**Star**: *R.*, *fr.* 2/-; *b.*, *fr.* 1/6; *l.*, *fr.* 2/-; *d.*, *fr.* 2/6; *t.*, *fr.* 1/-; *a.*, 1/6. *Pension*: 7/6 per day, *fr.* 42/- per week.

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**Royal Sandrock**: *R.*, *fr.* 2/6; *b.*, *fr.* 1/6; *l.*, *fr.* 2/-; *d.* (*table d'hôte*), 3/-. *Pension*: by arrangement.

**Buddle**: *R.*, 2/6; *b.*, 2/-; *l.*, 2/-; *d.*, 2/6; *t.*, 1/-. *Pension*: 6/- per day, 35/- per week.

**White Lion Inn**: *R.* and *b.*, 3/6; *l.*, 2/6; *d.*, 3/6; *t.*, 1/-; *a.*, 1/6. *Pension*: 5/- per day, 35/- per week.

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**York**: *R.*, 2/6; *b.* or *l.*, 2/-; *d.*, 2/6; *t.*, *fr.* 1/-; *a.*, 1/-. *Pension*: 8/6 per day, 50/- per week.

**Chatsworth** (Boarding): *R.*, 3/-; *b.*, 1/6; *l.*, 2/-; *d.*, 2/6; *t.* (plain), 1/6; *a.*, nit. *Pension*: *fr.* 6/6 per day, *fr.* 42/- per week.

### Sea View.

**Sea View**: *R.*, *fr.* 3/-; *b.* or *t.*, *fr.* 1/6; *l.*, *fr.* 2/6; *d.*, *fr.* 3/6; *a.*, 1/-. *Pension*: 10/6 per day, 70/- per week.

### Shanklin.

**Hollier's**: *R.*, *fr.* 3/-; *b.*, *fr.* 2/6; *l.*, *fr.* 2/6; *d.* (*table d'hôte*), 5/-; *t.*, *fr.* 1/-; *a.*, 1/6. *Pension*: in summer, 84/- per week.

**Royal Spa**: *R.*, *fr.* 3/-; *b.* or *l.*, *fr.* 2/6; *d.* (*table d'hôte*), 5/-; *t.*, *fr.* 1/6; *a.*, 1/6. *Pension*: 73/6 per week.

**Daish's**: *R.*, *fr.* 2/6; *b.*, 2/6; *l.*, 2/6; *d.* (*table d'hôte*), 5/-; *a.*, 1/6. *Pension*: 10/6 per day, 63/- per week (except Easter and August).

**Madeira**: *R.*, 2/6; *b.* or *l.*, *fr.* 2/6; *d.*, *fr.* 4/-; *t.*, *fr.* 1/-; *a.*, 1/-. *Pension*: 10/6 per day 63/- per week.

**Marine**: *R.*, *fr.* 2/6; *b.*, 2/-; *l.*, *fr.* 2/-; *d.*, *fr.* 3/6; *t.*, *fr.* 1/9; *a.*, 1/9. *Pension*: 9/6 per day, 58/6 per week.

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**Channel View** (Boarding).

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### Totland Bay.

**Totland Bay**: *R.*, *fr.* 3/-; *b.*, 2/6; *l.*, *fr.* 2/-; *d.* (*table d'hôte*), 5/-; *t.*, *fr.* 1/-; *a.*, 1/-. *Pension*: 42/- per week (or 9/- per day) from October 1st to May 31st (excepting Easter and Whitsuntide); and 63/- per week (or 10/6 per day) from June 1st to September 30th, which includes *table d'hôte*, breakfast, luncheon, afternoon tea, dinner, coffee, attendance, and lights. Bedrooms extra *fr.* 3/-, according to situation. Children under 12 half price.

[ABBREVIATIONS : *R.*, bedroom ; *b.*, breakfast ; *l.*, luncheon ; *d.*, dinner ; *t.*, tea ; *a.*, attendance ; *fr.*, from ; *temp.*, temperance.]

### Ventnor.

**Royal Marine** : *R.*, 3/6 ; *b.*, 2/6 ; *l.*, 2/6 ; *d.*, 5/- ; *t.*, *fr.* 1/6 ; *a.*, 1/6. *Pension* : *fr.* 84/- per week.

**Royal** : *R.*, *fr.* 3/6 ; *b.*, 1/6 ; *l.*, 2/6 ; *d.*, 5/- ; *t.*, *fr.* 1/- ; *a.*, 1/6. *Pension* : *fr.* 9/6 per day.

**Esplanade** : *R.*, 2/6 ; *b.*, 2/- ; *l.*, 2/- ; *d.*, 4/- ; *t.*, *fr.* 1/- ; *a.*, 1/-. *Pension* : 10/6 per day.

**Cass's and Crab and Lobster** : Terms moderate—*en pension* if desired.

**Queen's** : *R.*, *fr.* 3/- ; *b.*, 2/- ; *l.*, 2/6 ; *d.*, 5/- ; *t.*, 1/6 ; *a.*, 1/6. *Pension* : *fr.* 3½ guineas per week.

**Commercial** : *R.*, 2/- to 6/- ; *b.* or *t.*, 1/6 to 3/- ; *l.*, 2/- ; *d.*, *fr.* 2/6 ; *a.*, 1/6.

### Ventnor (continued).

**Solent Temperance** : *Pension* : 5/6 to 6/6 per day, 30/- to 42/- per week.

**Clarendon House** (Boarding) : 30/6 to 35/6 per week.

### Whitwell.

#### Yarborough Arms

**Railway** : *R.*, 2/6 ; *b.*, 1/- ; *l.*, 1/6 ; *d.*, 2/6 ; *t.*, -/9 ; *a.*, -/6. *Pension* : 6/- per day, 30/- per week.

### Wroxall.

**Wroxall** : *R.*, 2/6 ; *b.*, 1/6 ; *l.*, 1/6 ; *d.*, 2/6 ; *t.*, 1/-. *Pension* : 6/6 per day, 45/6 per week.

### Yarmouth.

**Pier** : *R.*, *fr.* 3/6 ; *b.*, 1/6 to 3/6 ; *l.*, 2/6 ; *house dinner*, 4/-. *Pension* : 10/6 per day, 63/- per week, except Easter, August, and September.

### Bugle.

## Our Thanks.

The demand for yet another edition of this book gives to Publishers and Editor a welcome opportunity of expressing thanks to the many friends and correspondents in various parts of the Island who have assisted by their local knowledge to make it accurate and helpful. The Guide has now been for many years the recognised *vade mecum* of the visitor, but as changes are of constant occurrence the Editor solicits the continued co-operation of readers, and will at all times be glad to receive and acknowledge suggestions or corrections.



### Isle of Wight Golf Links.

The following particulars may be useful to golfers :—

**Bembridge and St. Helen's.**—Nine-hole course of Isle of Wight Golf Club (seaside and sandy). Nearest station, St. Helen's. Fees, 2/6 day, 10/- week.

Ladies' course, with pavilion, adjoins. 18 holes (sandy). 1/- day, 6/- week.

**Sandown and Shanklin.**—Eighteen-hole course (mostly sandy) on Lake and Blackpan Commons, about a quarter of a mile from Sandown station. 2/6 day, 10/- week.

**Luccombe.**—Nine-hole course on Luccombe Down, about one and a half miles from Ventnor. Visitors, 1/- per day.

**Ventnor.**—Nine-hole course on old Racecourse, Rew Down, about a quarter of a mile from Ventnor (Isle of Wight Railway) station. Links are about 600 feet above sea-level. Visitors, 1/- day, 5/- week, 10/- month.

**Chale.**—Nine-hole course (down land), five miles from Whitwell station. 2/6 day, 5/- week, 10/6 month.

**Newport.**—Nine-hole course on Pan Down, about two minutes from Shide station. 1/6 day, 5/- week, 10/6 month.

**Freshwater.**—Nine-hole course on Afton Down. Entrance fee, 21/-; annual subscription, 21/-. Nearest station, Freshwater. Visitors, 2/6 day, 10/- week, 20/- month. Ladies play over same course, with advanced tees at certain holes.

**The Needles.**—Nine-hole course on Needles Down, about half a mile from Tennyson Cross. The links are 400 feet above sea-level. Visitors, 2/6 day, 10/- week, 20/- month. Ladies play over same course, shortened.



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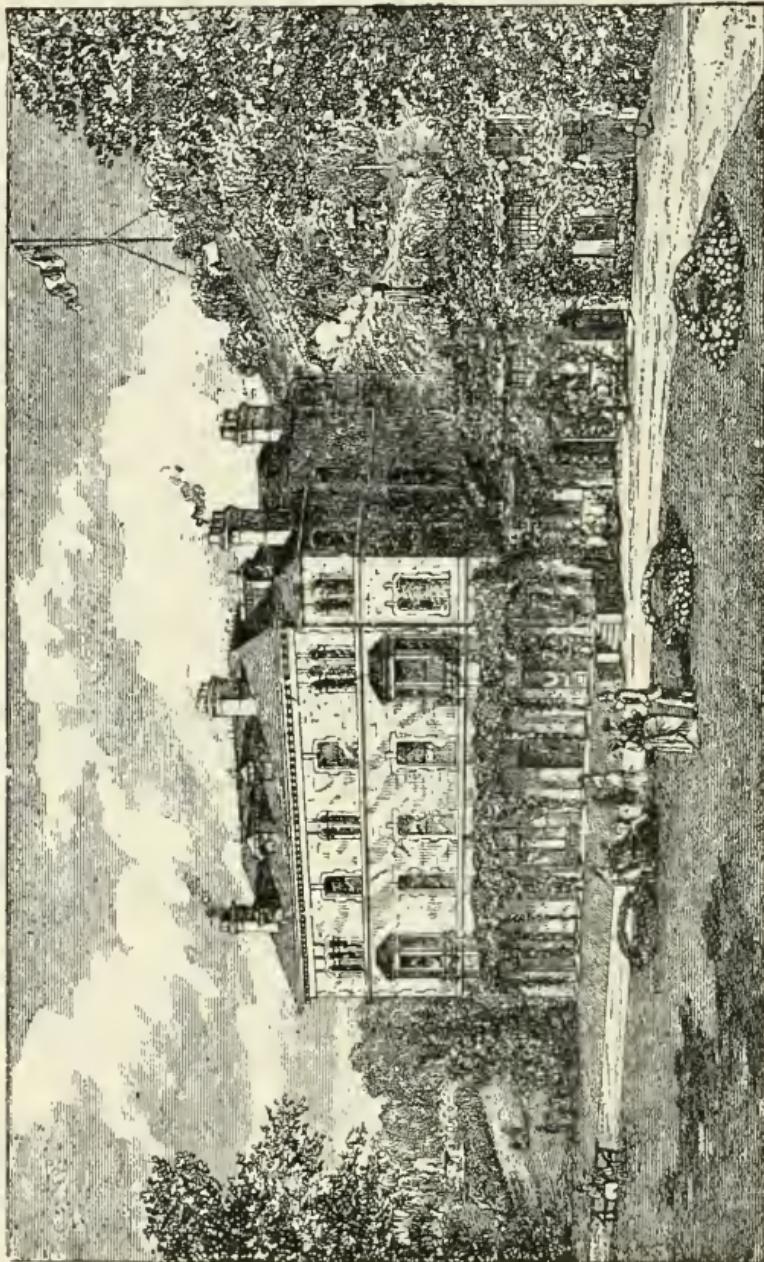
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*T. W. Mills,*

*[Landport.*

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## PRELIMINARY INFORMATION.

**E**XPLANATORY.—A word in explanation of the arrangement of this work may save the reader trouble. We have proceeded on the assumption—well-based, we believe—that the visitor is more likely to reside in one place during the whole of his stay, than to journey round the Island from east to west, or from west to east, in the conscientious and methodical manner generally suggested by guide books. In a holiday of a fortnight or three weeks' duration, the visitor is likely to gain an intimate knowledge of one district, and a passing acquaintance merely with the rest. Hence we have endeavoured to make *each section complete in itself*, indicating under each heading not only the features proper to the immediate neighbourhood, but the railway, steamer, coach and cycling excursions that may be most conveniently taken therefrom. As many places can be visited with equal ease from several centres, a certain amount of overlapping is unavoidable, but no place is described more than once. Cross references and the index will enable the reader to see

at a glance in what section the description of any particular place is included.

## How to get to the Island.

### I.—RAILWAY ROUTES.

There are four approaches to the Isle of Wight, viz., *via* Portsmouth, *via* Stokes Bay, *via* Southampton, and *via* Lymington.

**I. London to Portsmouth.** So far as this traffic is concerned the *London, Brighton and South Coast* and *London and South-Western* lines may be considered as one, tickets issued by either route being available for return by the other. Tourist tickets to Ryde (Esplanade), available for two months, cost 24/8 first class, 15/10 second, 14/- third. Fares for Sandown, Shanklin, Ventnor and other Island stations rather more—consult the yearly tourist programmes issued by the Companies.

Passengers by the *London, Brighton and South Coast* line (Victoria or London Bridge) travel *via* the Mid-Sussex direct route (90 miles). Places of interest on the way are Dorking (Box Hill conspicuous), Horsham, Arundel (seat of Duke of Norfolk—castle can be seen Mondays and Fridays, park always open), Chichester (cathedral, &c.), and Portsmouth (dockyard, the *Victory*, &c.). Journey can be broken at Chichester and Portsmouth.

The *London and South-Western* (Waterloo) direct Portsmouth route (79 miles) is *via* Guildford, the beautifully-situated capital of Surrey (journey can be broken), and Petersfield, joining the *London, Brighton and South Coast* Company's line at Havant.

**Portsmouth** Harbour Station and Pier are connected (see pp. 19-20). From Portsmouth most passengers cross to Ryde, by vessels belonging to the Joint Railway Companies, but the Southampton Company's steam packets also run frequently to **Cowes**, a convenience to Cowes passengers from the West End, who prefer the *London, Brighton and South Coast* Company's route on account of their proximity to Victoria. Through tourist tickets are issued.

During the summer there are also several boats daily to **Bembridge**, calling *en route* at Southsea and Sea View.

[Landport]

THE ROYAL YACHT "VICTORIA AND ALBERT" LEAVING PORTSMOUTH.

J. W. M. [s.]



**Stokes Bay Route.** Through tickets issued *via* Portsmouth are available also *via* Stokes Bay. This route offers a slightly shorter sea passage (about twelve minutes) to Ryde. *London and South-Western* passengers travel *via* Basingstoke and Winchester (cathedral, school, &c.), leaving the Southampton line at Eastleigh, and proceeding to Stokes Bay, where the station and pier are connected. The journey can be broken at Basingstoke and Winchester.

**II. London to Southampton.** The *London and South-Western Company* have a monopoly of this service. The route is the same as that to Stokes Bay as far as Eastleigh, where the line goes on to Southampton, the Isle of Wight trains usually running through to the Royal Pier, where the boat for Cowes is waiting. Tourist tickets to Cowes *via* Southampton cost more than *via* Portsmouth, viz., 26/2 first, 17/2 second, 14/2 third. The steamers are run by the Southampton Steam Packet Company, not by the Railway Company. The catering on board is good. For description of journey from Southampton to Cowes, see p. 166. The journey from Cowes to Ventnor may now be made direct by the new line (see p. 141).

Passengers for Southampton from the Midlands may avoid passing through London by travelling *via* Cheltenham, Swindon, and Andover, connecting with the London and South-Western main line at the latter place.

**III. London to Lymington.** This route is also part of the *London and South-Western* system. Through carriages for Lymington are attached to the principal trains from London, thus saving the change at Brockenhurst. From Lymington the steamer crosses to Yarmouth (see p. 147), and in summer to Totland Bay and Alum Bay. Return tourist fares to Yarmouth 30/7, 20/3, and 18/2. To Totland Bay, 31/4, 20/10, and 18/8.

**The Solent Tunnel.** Powers have been obtained to construct a tunnel from a point midway between Brockenhurst and Lymington on the London and South-Western Railway beneath the Solent to the Newport and Freshwater Railway on the Island. The proposed tunnel would be about two miles long, and would enable the journey from London

to Freshwater, Newport, Ventnor, and other parts of the Island to be made without change of any kind.

**Cheap Excursions** to the Island are so numerous during the summer that we cannot attempt to enumerate them. The Tourist Programmes of the London, Brighton and South Coast and the London and South-Western Railway Companies should be consulted. Eight or fifteen days' tickets are issued on Fridays in summer to Ryde or Cowes for 9/- return, third class, available by certain trains only. A Friday to Tuesday ticket to Ryde costs 11/-; to Sandown, Shanklin, Ventnor, or Cowes, 12/-.

## II.—CYCLING ROUTES.

Most cyclists of experience in the southern counties know the Portsmouth road, while the London wheelman who has not been many, many times at least as far as Ripley can hardly hold up his head in any respectable cycling circle. It may seem supererogatory to outline so well known a route, but as guide books are written not for those who know but for those who do not know, we venture to assume the reader's ignorance. The map here-with shows the routes to the three points of embarkation.

**I. London to Portsmouth (73 miles), and Ryde (78 miles).** Given fine weather this is one of the loveliest runs south of the Thames. In the neighbourhood of Hind Head especially the cyclist will enjoy himself. There is a long and toilsome ascent from Godalming, but this is more than compensated for by the extensive outlook and by the delightful "free wheel" one enjoys down to Liphook. The cyclist will first make his way, from whatever part of London he resides in, to Kingston.

	Miles from London.		Miles from London.
Kingston	12	Liphook	46 $\frac{3}{4}$
Esher	16	Petersfield	55
Ripley	23 $\frac{3}{4}$	Portsdown Hill	68
Guildford	29 $\frac{3}{4}$	Landport	71 $\frac{1}{2}$
Godalming	34 $\frac{1}{4}$	Portsmouth	
Hind Head (Royal Huts)	41 $\frac{1}{2}$	(Victoria Pier)	73

Steamer to Ryde (five miles), fares 1/- and 8d., return 1/6 and 1/-, exclusive of pier tolls. Machines 10d. each way, including pier tolls. Journey takes about half an hour.

II. London to Southampton ( $75\frac{1}{2}$  miles) and Cowes (87 miles). As far as Basingstoke this route lies along the main Exeter road.

	Miles from London.		Miles from London.
Hammersmith Broadway	$3\frac{1}{4}$	Hartley Row . . . .	$36\frac{1}{2}$
Brentford . . . .	7	Basingstoke . . . .	$45\frac{3}{4}$
Hounslow . . . .	$9\frac{3}{4}$	Popham Lane . . . .	$51\frac{1}{2}$
Staines . . . .	$16\frac{1}{2}$	Winchester . . . .	$62\frac{3}{4}$
Egham . . . .	$17\frac{3}{4}$	Otterbourne . . . .	67
Bagshot . . . .	$26\frac{1}{4}$	Southampton Quay . . . .	$75\frac{1}{2}$

Steamer to Cowes ( $11\frac{1}{2}$  miles). Journey takes about an hour. Fares 1/6 and 1/-, return 2/- and 1/6. Machines sixpence each way. See also pp. 165-6.

III. London to Lymington (89 miles) and Yarmouth ( $93\frac{1}{2}$  miles). To Southampton as in Route II. Take ferry from Town Quay to Hythe, on the opposite side of Southampton Water (ferry leaves about once an hour). Fares 6d. and 4d., machines 3d. Thence through Beaulieu to Lymington. The opening scenes of Sir Conan Doyle's *White Company* are laid in this district.

An alternative route from Southampton to Lymington, which avoids the ferry, but is very much longer, is that *via* Totton and Lyndhurst. The pier at Lymington is the property of the South-Western Railway Company, and can only be reached by train from the town station. Boats take about half an hour to cross to Yarmouth. Fares 1/9 and 1/2, return 2/5 and 1/10. Machines 1/- each way.

The cyclist will find full information as to routes in the Island itself under the various sections.

### How to Get About the Island.

I. **By Railway.** The two Island railways make up for the unavoidable shortness of their lines by the avoidable length and confusing similarity of their names. The *Isle of Wight Railway* runs from Ryde to Ventnor, throwing out a branch from Brading to Bembridge. The *Isle of Wight Central Railway* serves the rest of the island, having its head-quarters at Newport, and throwing out octopus-like feeders to Cowes, Ryde, Sandown, Ventnor, and Yarmouth.

and Freshwater. Many of the trains on both lines are first and second class only.

A complete service is run to all parts of the Island, and a number of special facilities are offered to induce the public to use the railways freely. During the season, return tourist tickets are issued at single fares by most of the trains. On Wednesdays and Thursdays half-holiday tickets are issued, when the journey from Shanklin to Ventnor and back can be taken for as little as 6d., and Shanklin to Newport and back for 1/4. From July to September popular excursion tickets are issued by certain morning trains from Ryde (St. John's Road) to Sandown, Shanklin, Wroxall, and Ventnor, at the uniform charge of 1/- return. There are also special tickets for families of four and upwards, for yachtsmen, for Saturday evening marketers, for officers and privates in uniform, for *bona fide* working men, and so on. As many of these arrangements are of a temporary character, it is obviously impossible to specify them in detail, but we have said enough to convince the economically-minded tourist of the advisability of procuring one of the railway time tables (one penny) and scanning the excursion arrangements with care.

**Weekly Tickets.** A fact which cannot be too widely known is that the railway companies issue during the summer special Tourist Tickets, enabling the holder to travel whenever he likes and wherever he likes in the Island for seven days for an inclusive sum of 20/6 first class, or 16/- second class. For the Isle of Wight Railway only, with 15 miles of line, the price of this accommodation is reduced to 7/6 first and 5/6 second class; for the Isle of Wight Central Railway system only (45 miles) the price is 13/6 first and 10/6 second class. The latter line proudly boasts that it offers its patrons "500 miles for 10/6!"

**II. By Coach.** The Isle of Wight is one of the few places in the kingdom where the coach and the char-à-banc have not only survived the advent of railways but continue to flourish in spite of them. Under favourable conditions

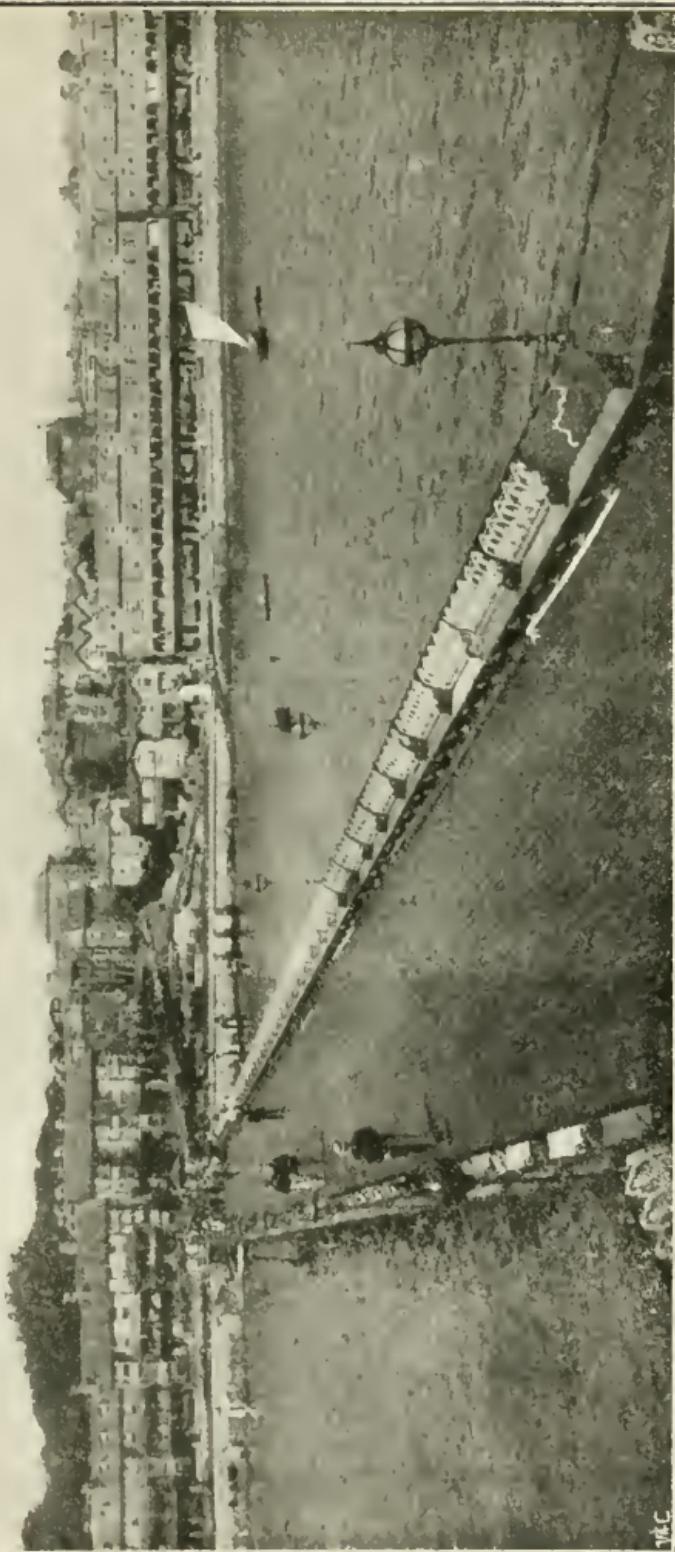
there is no more enjoyable mode of progression, and the Island visitor may take his fill. There are regular services from Ryde, Shanklin, Sandown, Ventnor, and elsewhere, as to which the reader will find all particulars in the respective sections.

**III. By Steamer.** These trips may be taken with almost equal convenience from Ryde, Ventnor, Shanklin, Sandown, or Cowes, but to avoid enumerating them several times details are given in the Ryde section only (*see pp. 41-2*). Fares will of course vary slightly according to starting-point.

**IV. By Cycle.** Many people have an impression that cycling in the Isle of Wight is attended by so many difficulties as to be hardly worth doing. This is not so ; for even middle-aged and elderly cyclists will find it enjoyable. With modern machines the Downs are by no means so formidable as they look, and though they may here and there necessitate a toilsome up-hill walk there are compensating advantages. The ascent rests the cycling muscles, and the glorious views more than repay the labour. The "shutes," as the steep descents are here called, require care, but rarely present any insuperable difficulty. A cycle has the advantage of enabling one to see more of the Island in a limited time than would be possible by any other mode of locomotion. We outline under each section the principal routes, leaving the cyclist for whom the distances are insufficient to piece them together for himself.

### Topography.

The Isle of Wight measures twenty-three miles at its greatest length—from the Needles, on the west, to Bembridge Foreland, on the east ; and about thirteen miles across, at its broadest part—from Cowes to St. Catherine's. Its circumference is about sixty miles, and its total area one hundred and fifty-five square miles. The Island is of irregular rhomboidal form, contracting at the two extremities—especially at the west—and has been frequently said to resemble a turbot. It is separated from Hampshire by a narrow channel or strait, known as the Solent, varying in width from five or six miles to three-quarters of a mile.



[Reigate.

SANDOWN, FROM THE PIER.

F. Frith & Co., Ltd.,]

It was formerly regarded as part of Hampshire, but is now a county by itself, having its own Council.

The Island is divided into two very nearly equal parts by a range of chalk hills, or downs, which runs from the Culvers, at the north-eastern end of Sandown Bay, to the Needles, at the extreme west of the Island. Another range of hills runs along the south coast from St. Catherine's to near Shanklin, and shuts in the district of the Undercliff, "the Madeira of England." Myrtles and other delicate plants here grow to an immense size in the open air. This district is fertile in the extreme, and so warm and sheltered that lambs are seen skipping about as early in the season as October or November. Indeed, the early lamb business has grown in recent years to big dimensions, and "Isle of Wight lamb" is often a special feature at New Year banquets.

The principal river is the *Medina*, which rises at the foot of St. Catherine's Down, and flows northward to Cowes, traversing almost the entire width of the Island and dividing it into two parts, known as East and West Medina. The *Western Yar* has its origin at Freshwater Gate, within a few yards of the English Channel, and in its short course northward to Yarmouth attains a fair width. The *Eastern Yar* is a narrow winding stream, rising near Niton, within a mile of the coast, and emptying itself in the sea near Bembridge, after irrigating a great part of the eastern half of the island. *Wootton River*, after a short course of two miles, falls into the Solent at Fishhouse, where it forms a wide creek, navigable at high water. Besides these, there are *Newtown River* or *Bay*, a curious and irregular creek, which admits vessels of considerable burthen, the *Lugeley*, a contributary of the Medina, which it joins at Newport, and a number of other streams and rivulets.

The streams falling into the bays on the eastern and western shores have cut *Chines* (or clefts) through the solid rock. *Shanklin* and *Blackgang* are the most noted of these—the former for its fertility, the latter for its grand sterility; but all the chines have their own individual features of interest.

The shores of the Island are deeply indented by bays,

among the most noted of which are *Alum Bay*, celebrated for the coloured sands of its cliffs; *Freshwater Bay*, with its caverns and isolated rocks; *Brook*, *Brixton*, and *Chale Bays*, very dangerous to shipping; and *Sandown Bay*, on the shores of which stand the two watering-places of Sandown and Shanklin. Two of the most dangerous headlands—*St. Catherine's* and the *Needles*—are protected by lighthouses, while the *Warner* lightship does duty off Bembridge.

### Geology.

An acquaintance, however slight, with the principles of geology cannot fail to add immensely to the interest and enjoyment of a visit to the Isle of Wight. A late president of the Geological Society remarked that the Island "might have been cut out by Nature for a geological model illustrative of the phenomena of stratification." Advanced students will hardly expect to find in a work of this character any very learned or elaborate disquisition on the various formations and their rich stores of fossils. We must content ourselves with referring them to the excellent work of the late Mr. W. H. Bristow, *The Geology of the Isle of Wight* (8/6), one of the Geological Survey Memoirs, a new edition of which, revised and enlarged, was brought out in 1889. Another work of considerable value, and containing a fair geological chart (unfortunately not coloured), is that by Mr. Mark W. Norman, published by Knight's Library, Ventnor (6/- nett).

The following list of formations is taken from Mr. Bristow's memoir :

Blown Sand	Recent
Alluvium	
Peat	
River Terraces (Gravel)	Pleistocene.
Angular Flint-gravel of the Chalk Downs	
Plateau Gravel	
Hamstead Beds	Oligocene.
Bembridge Marls	
Bembridge Limestone	
Osborne Beds	
Headon Beds	

Headon Hill Sands	}	Eocene.
Barton Clay		
Bracklesham Beds		
Lower Bagshot Beds		
London Clay		
Reading Beds		
Chalk with Flints	}	Upper Cretaceous.
Chalk Rock		
Middle and Lower Chalk with		
Melbourn Rock		
Chloritic Marl		
Chert Beds		
Sands	}	Upper Greensand
Gault		
Carstone	}	Lower
Sand-rock Series		
Ferruginous Sands		
Atherfield Clay		
Wealden Beds with Beds of Sandstone		
		Cretaceous.

The lowest and oldest strata in the Isle of Wight are the Wealden beds. These form the broken ground near the "Red Cliff" of Sandown Bay, and are also exposed for some six miles from Compton Bay to Atherfield. Their total area does not exceed five square miles. Next come the Chalk formations, the most noticeable feature of which is the bold range of downs already referred to, stretching right across the middle of the Island from the Needles to the Culver Cliff. Further southward, St. Catherine's, Boniface, and Shanklin Downs are also chalk, and form the most elevated tract of the Island. The remainder of the southern portion is composed principally of the Lower Greensand (exposed at Shanklin and elsewhere), but that part of the hills behind the Undercliff which is not chalk is of Upper Greensand. A considerable area of Upper Greensand also runs in a north-easterly direction from near Shorwell to Mount Joy, close to Newport. Along the Undercliff and elsewhere there are extensive bands of Gault, known locally as "Blue Slipper."

The northern half of the island is occupied by Tertiary strata, principally of the Hamstead series, Bembridge Marls and London Clay, and is "chiefly characterised by the heavy and clayey nature of the land and by the

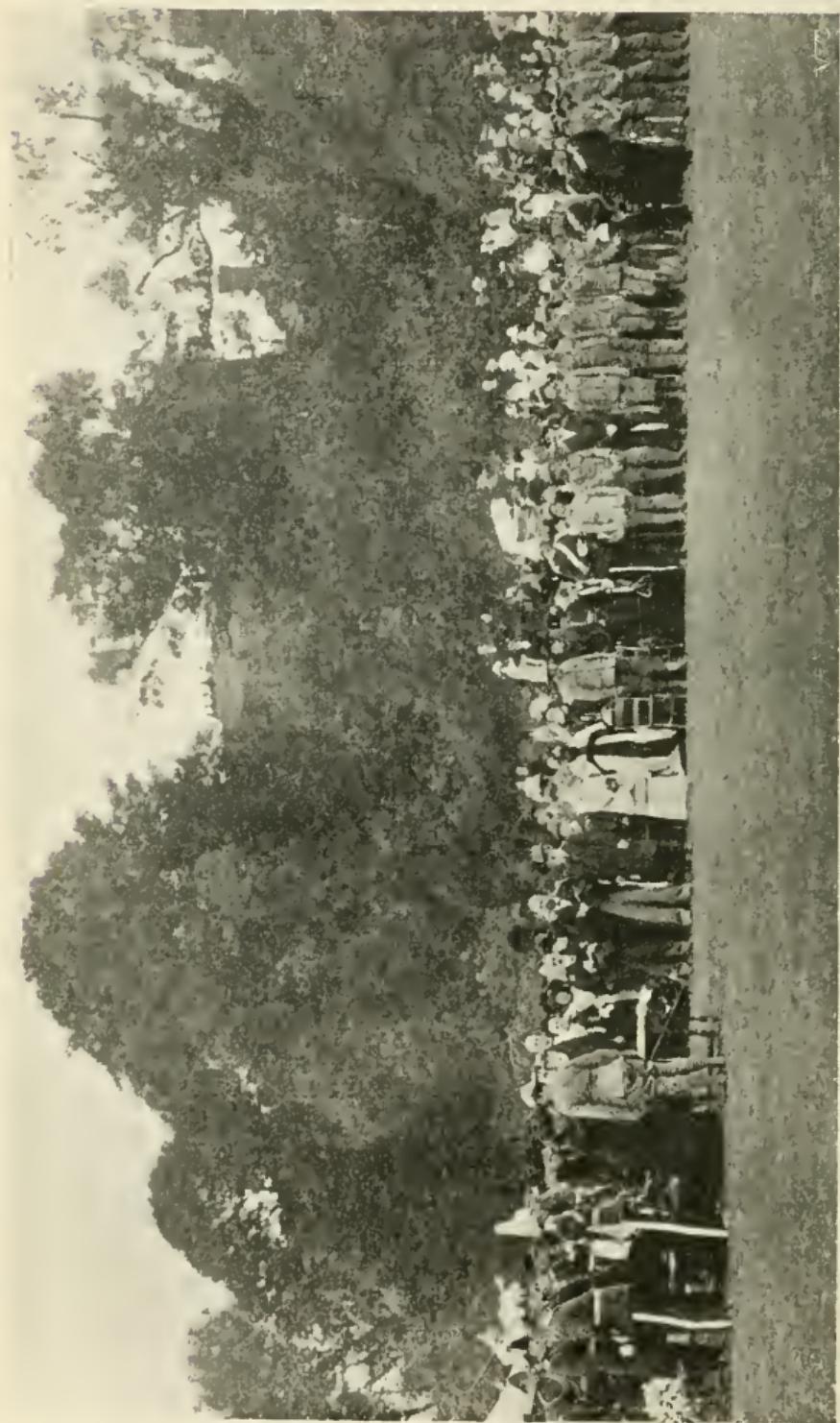
numerous woods which cover its surface, especially east of the River Medina" (*Bristow*). A band of Bembridge Limestone extends from Bembridge, round the Foreland, to White Cliff Bay; and there is a much more extensive tract of the same formation in the north-western portion of the Island. Mention must also be made of the band of Bagshot Sands, Plastic Clay, &c., which, like the chalk, runs right through the island from east to west, giving to the cliffs of Alum Bay and Whitecliff Bay the brilliant hues for which the former especially is famous.

In the Geological Museum, Jermyn Street, London, many Isle of Wight fossils may be seen, together with some beautiful geological models of the island, constructed by the late Captain Ibbetson. The remarkably complete geological collection at the Ventnor and Bonchurch Literary and Scientific Institution was arranged by Mr. Mark W. Norman, the author before mentioned. The Isle of Wight Museum at Newport should also prove helpful to readers who are interested in the subject.

### Climatology.

We are indebted for the following valuable notes to Dr. G. H. R. Dabbs.

The varying and variable climates of the Island have not as yet received due attention. "Relaxing" and "rheumatic" are the two charges which have been laid at the door of the Isle of Wight, but mere alliteration is probably at the root of these two kinds of offence. Sea-air-bathed, as even the central champaigns of its summer and winter lands must be, the advantages and disadvantages of a sea-climate must obtain here *par excellence*. Add to these the prevalence of south-west winds, as witnessed by the trend and bending of nearly every twig on the higher lands, and the climate becomes easy to summarise, so far merely as its air-borne merits and demerits go. It is when you come to note the different effects of subsoil water that you get surprises. And when you continue this inquiry to the subsoil itself, you get not only explanations but suggestive hints as well. Let me summarise under specific localities all I have to say:—



H. C. Kirk &amp; Sons.]

[Comes.

PRINCESS HENRY OF BATTENBERG PRESENTING MEDALS TO ISLAND YEOMANRY AND  
\* VOLUNTEERS AT CARISBROOKE CASTLE.

**Cowes** (West and East).—Looking north—houses built, as far as possible, with climatic, *i.e.*, southern-aspect ideas—drainage and water good, sanitary authority extremely capable, occasional winter fogs, humidity, of course, of a sea-kind, but very bracing interludes.

**Gurnard and Thorness Bays.**—These should become, by and by, valuable suburbs of Cowes, as there are beautiful sites for building and there must be an ample water-supply for the seeking.

**Newtown.**—An old “importance,” stifled by modern progress. Excellent and unpollutable oyster beds. The climate of a somewhat inland creek. Equable, rather damp perhaps.

**Yarmouth.**—An old angle of silence with a once eloquent past. Some very fair houses. My own experience is that a certain type of asthmatic cases do well here, but when I am asked why, I can only draw on experience with the footnote “Nescio.”

**Freshwater.**—Rambling; and with Totland Bay, Alum Bay, &c., as its satellites. An excellent, almost hyper-excellent water supply (recent). Very protected building sites if looked for. Climate equable—sea-air-bathed of course. Protected from cold winds. Not very quick-drying subsoil except Totland way.

**Chale and Blackgang.**—The most bracing of all Island localities, not half enough patronised as yet, but will be. My faith in this bit of Island climate for convalescents from wasting diseases has a solid bed-rock of fact as its foundation.

**Ventnor and the Undercliff.**—The advantages of this reach of the Island have stood the test of too many searching years of medical annotation to need any fresh impetus from me. The existence and success of that national pride, the National Hospital for Consumption, is alone sufficient evidence of the healing airs of the Undercliff. In fact, Ventnor is a sun-box, and the east and north winds would have to confess that they have not even a visiting acquaintance with her.

**Shanklin and Sandown.**—Add to a large proportion of

the healing airs of Ventnor some of the bracing characteristics of Chale, and to this some qualification as to spring east winds for those who need no bracing, and there is (broadly) the climate of these two towns. Shanklin, strangely enough, has three distinct climates of her own, and they are not merely word-distinctions. Thus the Chine, the cliff, and the downs at the back of the village all provide a different type of climate. Subsoil extraordinarily porous and dry.

**Bembridge.**—Should have a great future. It has every advantage of a sea-cove with very sheltered nooks in it. Moreover its subsoil is fairly dry.

**Ryde.**—Often very cold in the streets that straighten to the sea, but the houses are so good and the sanitation and water supply so excellent that Ryde would always have a great sanitary following.

The centre of the Island is the climate of exposure or non-exposure to prevalent winds with alternating humidity and comparative dryness, but always a sea air.

## History.

Numerous barrows on the downs, especially in the western portion of the Island, point to the fact that its first inhabitants were of the Celtic race. The Island is believed by some authorities to be the *Ictis* mentioned by Diodorus as the emporium of the tin trade.\* The Romans took possession in the reign of the Emperor Claudius (A.D. 45), and settled in the Island in considerable numbers, as extensive remains attest. At the Norman Conquest, the Island was

\* The passage is worth quotation. Diodorus is not always reliable, but there may have been ground for his belief, probably based on hearsay only, that the Solent was at that time fordable at low water. "They prepare the tin carefully," he says, "working the ground which produces it. It is rocky, but it has earthy veins from which they extract the product and purify it by melting. Having cast it into rough blocks they carry it into a certain island which lies off the coast of Britain and is called *Ictis*. At the ebb tide the intervening space is dry, and tin in large quantities is brought over in carts. Here the merchants purchase it from the natives and carry it into Gaul, and finally by a journey of thirty days on horseback it is conveyed to the mouth of the river Rhone."

bestowed by William on Fitz-Osborne, Earl of Hereford ; and for more than two centuries it was governed by independent lords, who exercised all the rights of sovereignty. In 1293, Edward I. purchased the royalty by somewhat dubious means from Isabella de Fortibus, the famous "Lady of the Island," for the sum of six thousand marks (upwards of £60,000 of our money). She died at Stockwell on the day the bargain was concluded ; and though her son, Hugh de Courtenay, the founder of the Courtenays of Devon, disputed the validity of his mother's act and sought to set it aside, he was unsuccessful, and the Island has since been part and parcel of the realm of England. It has been governed by a succession of Governors and Captains, many of whom have been men of note. From the fourteenth to the sixteenth century, the French made frequent descents upon the Island, and though on one occasion they succeeded in burning Yarmouth, Newport, and Newtown, they were more often repulsed with heavy loss by the doughty islanders. The most interesting historical event of modern times is, of course, the incarceration of Charles I. in Carisbrooke Castle. This is dealt with at length on pp. 194-8.

A far different connection with royalty arose from the purchase in 1845 of the Osborne estate by Queen Victoria. Here for many years she spent a portion of each summer, and here on the 22nd of January, 1901, she passed peacefully away.

The governorship of the island is now purely honorary, the present holder of the office being H.R.H. the Princess Henry of Battenberg, better known as Princess Beatrice.

#### A Literary Note.

It is somewhat curious that the Isle of Wight, with its wealth of natural and historical interest, should have figured so little in fiction. The writer has yet to rise who will do for it what Mr. Hall Caine has done for the Isle of Man, Scott for the Highlands, Blackmore and Kingsley for North Devon, and Thomas Hardy for "Wessex." Of novels proper to the soil the most important is, perhaps, *The*

*Silence of Dean Maitland*, by "Maxwell Gray." Newport is the "Oldport" of the story, Swainstone is obviously "Swaynestone," and Carisbrooke "Chalkburne." *Caedwalla, or the Saxons in the Isle of Wight*, and *The Captain of the Wight*, by F. Cowper, are good historical romances, the scenes of which are laid in the Island. Mention must also be made of the Rev. A. J. Church's admirable and well-known *The Count of the Saxon Shore*. Mr. Headon Hill's *The Spies of the Wight* makes good holiday reading. Miss Elizabeth Sewell, the authoress of *Amy Herbert*, *Ursula*, &c., may be regarded as in some sense the novelist of the Undercliff. The closing chapters of Wm. Black's *Madcap Violet* also take us to the same delightful region. The Rev. Wm. Adams, author of *Sacred Allegories*, lived at Bonchurch, the scene of his stories, and is there buried. The literary associations of Bonchurch are dealt with more fully on pp. 118-20. Mrs. Craigie (John Oliver Hobbes) does much of her literary work at St. Lawrence. References, more or less extended, are made to the Island in numerous well-known works, of which we need only mention Fielding's amusing *Voyage to Lisbon*, Scott's *Surgeon's Daughter*, and Marryatt's *Poor Jack*.

Of literature of another kind, mention must be made of the Rev. Legh Richmond's *Annals of the Poor*, which contain some word-pictures of Island scenery which no writer can hope to surpass. To Richmond is undoubtedly due the credit of first drawing public attention to the varied charms of the Isle of Wight.

But the "beautiful island" has not gone altogether unsung. It can point to a Laureate of whom all England is proud—a poet who, though not native to the soil, loved it with a native's passion. In all the work which Tennyson produced during his long residence at Freshwater, the inspiration of his surroundings is apparent, the invitation to Maurice being, of course, the most conspicuous example. Another nineteenth-century poet, Mr. Swinburne, may have something to thank the island for, as his boyhood was passed at "Eastdene," in the neighbourhood of the Landslip. Keat's *Lamia* was written at Shanklin.



W. U. Kirk & Sons,]

[Cowes,

A YACHT RACE ON THE SOLENT.

## SECTION I.

### RYDE. 3

**R**YDE is the most used entrance to the Isle of Wight, and is best reached from the mainland *via* Portsmouth, though the alternative route *via* Stokes Bay offered by the South-Western Railway is preferred by some on account of the slightly shorter sea-passage. Many of the steamers call at Southsea before heading for Ryde.

In addition to the excellent fleet owned by the joint railway companies, the vessels of the Southampton and Isle of Wight Steam Packet Company run several times daily between Portsea, Southsea, and Ryde, and thence to Cowes and Southampton, and there is also a regular service between Southampton and Ryde *via* Cowes.

Those who have time to spare may well break the journey

at Portsmouth, and<sup>4</sup> take the opportunity of inspecting the dockyard, the *Victory*, the birthplace of Charles Dickens, and other interesting sights, all of which are fully described in the *Guide to Portsmouth, Southsea, &c.*, in this series.

### Portsmouth to Ryde.

With most people the real enjoyment of a trip to the Island commences at the point of embarkation. To the dust-laden Londoner especially the short sea-voyage is almost always a source of the keenest pleasure. Seasickness is a possible, but very unlikely contingency, so unlikely indeed that it is not worth consideration.

The station at Portsmouth Harbour is not a thing of beauty, but it is a great convenience, as one has merely to step from the train to the waiting steamer. While the many-clawed cranes deposit their burdens of luggage and bicycles we have time to walk to the seaward side of the vessel and take in the principal features of the historic Harbour. On the Gosport side floats the "*Victory*," Nelson's famous flagship, damaged by collision in the autumn of 1903, but happily saved. Close by is another three-decker, the "*St. Vincent*," now used as a training ship for boys. Away northward stretches the great Dockyard, with its multitudinous basins and factories, though little of it can be seen from the railway pier. On the opposite shore is **Gosport**, so intimately connected with Portsmouth as to be practically a part of the great naval arsenal. A monster floating bridge that will carry as many as five hundred passengers and thirty carriages affords easy communication between the two shores, and smaller ferries and steam launches are constantly crossing, laden generally with a fair proportion of soldiers and sailors. At the **Royal Clarence Victualling Yard**, on the Gosport side, is the landing-stage where his Majesty embarks for Osborne. The royal yacht, the *Victoria and Albert*, is frequently to be seen in the harbour, and at almost all times a number of trim, white-hulled pleasure craft dot the water. Steam launches of varying degrees of importance and self-conceit dart in and out among the larger vessels

at seemingly reckless speed, yet turning or slowing at the slightest touch of the navigator's hand.

The interest increases when the ropes are cast off, and the steamer threads its way through the narrow neck of the Harbour, and under the guns of the frowning forts, to the open sea. The Solent, or as it is here called, Spithead, is like no other stretch of water in the world. It is at once river and sea. All the animation, the bustle, the passing to and fro of craft of all sizes and sorts that one associates with such rivers as the Thames and the Clyde are to be seen ; and at the same time there is the sense of breadth and power and breeziness that only the ocean gives. In the distance can be discerned the dim outline of the Island, with here and there a tapering spire or patch of foliage distinguishable. To the right are Haslar Hospital, two or three very powerful forts, and the low-lying foreshore of Stokes Bay. To the left are forts again, a stretch of sand, and then Southsea Common, with its background of Kensington-like terraces and hotels. Very gay Southsea always looks from the water, with its crowded beach and pier. Then we make for Ryde, the intervening  $4\frac{1}{2}$  miles being usually covered in about half an hour. One or two warships will probably be lying in the roads, affording an effective contrast to the obsolete three-deckers we have just left. The three chess-board-like Circular Forts, which, with Puckpool Battery on the coast near Ryde, command with their powerful guns the whole of the channel, are always objects of interest and admiration. Not every one is aware that there are deep wells for obtaining fresh water in each of these forts.

**Spithead** is the most famous naval *rendezvous* in the world. Here in 1897 was held that great naval review in honour of Queen Victoria's Jubilee, which moved at once the admiration and the envy of the world. Without drawing upon squadrons in foreign waters, no less than one hundred and sixty-five ships were assembled, manned by upwards of forty thousand officers and men, and extending in five lines of over five miles each a total distance of nearly

thirty miles. Here, too, was witnessed the superb naval pageant which formed the first part of the obsequies of Queen Victoria. From Osborne, her Island home, the dead Queen was conveyed, on the afternoon of the 1st of February, 1901, through a double line of battleships across the Solent to Portsmouth, and from thence the following day to London and Windsor. No one who was privileged to witness that solemn and awe-inspiring pageant will ever forget it. At Spithead, too, an imposing assemblage of vessels, representing all the navies of the world, took place in 1902 in honour of the Coronation of King Edward VII. Another fine display was made on the occasion of the visit of the King and Queen of Italy in the autumn of 1903. An earlier historical event in connection with Spithead was the foundering of the *Royal George* on the 29th of August, 1782, midway between Ryde and Portsmouth. It will be remembered that the ship had been heeled over to her port side for cleaning and repairs, but by some miscalculation was brought over too far, and while "Brave Kempenfelt," all unconscious of danger, was calmly writing in his cabin below, the vessel suddenly gave a great lurch, so that the flag at her masthead was dipped in the sea. "Then, rolling back, she fell over to the other side, till her yardarms touched the water. She then righted, and sunk nearly upright. While she was sinking nearly every soul on board came on deck, above one thousand persons—not four hundred were saved. Many of the bodies of the drowned were washed ashore along the coast, and were buried in a field near Ryde known as the Duver, where the Esplanade now stands."

By this time the Island is well in view. Immediately ahead, Ryde pier stretches like a huge centipede across the water. Behind it rises the town, the sky-line broken by several stately spires, dominated by that of the parish church, one of Sir Gilbert Scott's finest creations. Rightward sweeps a majestic bay, broken at intervals by creeks, and backed by rising ground, foliage-covered almost to the water's edge. Towards the western extremity the two square-topped towers of Osborne are just visible above the

RYDE PIER.

A. Debenham, J.



trees. To the left, the eye roves along the sea-wall of Ryde, past the picturesque castellated watch-tower at Appley, to the pier at Sea View. A few more moments, and we are waiting our turn to pass off the gangway to the hydra-headed pier of Ryde.

## RYDE.

### Amusements :

*Bathing*—good, much improved of late by accumulation of sand. From Victoria Pier, and the machines near the Canoe Lake.

*Boating*—good and safe. Authorised charge for boats: *sailing*, 2*6* per hour; *rowing*, 1*6*, including boatman. Boating at all hours on Canoe Lake.

*Coach and Steamer Excursions* are the principal amusements of visitors.

*Cycling*—good. Town itself rather hilly, but Esplanade level and well kept. Good runs in all directions.

*Driving*. Brakes and waggonettes for parties can be hired without difficulty at the numerous livery stables in the town.

*Fishing*—excellent. By boat and from pier-head.

*Golf*. Course of nine holes at Westridge Farm, in the direction of Sea View, about two miles from Pier. A ladies' course adjoins.

*Walking*. Interesting strolls in several directions (see pp. 47-59).

**Banks.**—*National Provincial*, and *Capital and Counties*, Union Street.

**Cab Fares.**—1*6* per mile for any distance not exceeding three miles, and 1*3* per mile beyond. By time, 2*6* per hour for one-horse, and 3*6* per hour for two-horse carriages, within a radius of a mile of the town.

**Climate.**—Fairly bracing. Clay subsoil, but excellently drained (see p. 16).

**Clubs.**—Royal Victoria Yacht Club, Conservative, Liberal, Y.M.C.A., and others.

**Hotels.**—*Pier*; *Esplanade*; *Marine*; *Eagle*; *Albany*, on Esplanade near Pier. *Yel's*, Union Street; *Crown*, St. Thomas' Square; *York*, 21, George Street; *Waverley Temperance*, Esplanade, and others. For Tariffs, see Introduction.

**Library.** No public library, but several excellent subscription libraries.

**Newspapers** (local).—*Isle of Wight Times* (Wedy.); *Isle of Wight Observer* (Frday.); and *Ryde News* (Frday.). London daily papers generally obtainable about 10.0 a.m.

**Population** (1901)—11,042.

**Post Office.**—Union Street.

**Places of Worship**, with the hours of service on Sundays:—

*All Saints'* (Parish Church)—8.0, 11.0, 3.30, and 7.0.

*St. Thomas's*—11.0 and 3.0.

*Holy Trinity*—8.0, 11.0, 3.0, and 6.30.

*St. James's*—11.0, 3.30, and 6.30.

*St. John's*—11.0, 3.30, and 6.30.

*St. Michael's*—7.0, 8.0, 10.30, 3.30, and 7.0.

*Baptist* (two—in George Street and Park Road)—11.0 and 6.30.

*Bible Christian*—10.30 and 6.30.

*Congregational* (three—in George Street, Upton Road, and Weeks Road)—10.30 and 6.30.

*Primitive Methodist* (two—in Star Street and Oakfield)—11.0 and 6.30.

*Roman Catholic*—8.0, 11.0, and 3.0.

*Wesleyan*—11.0 and 6.30.

**Railway Stations.**—*Pier Head*, *Esplanade*, and *St. John's Road*.

Ryde, like all the towns on the southern shore of the Solent, asks to be seen from the sea. Readers of Marryat's *Poor Jack* will remember the reference to "the wherries that came in as far as they could and were met by a

horse and cart, which received the passengers and carried them through mud and water to the hard ground on shore." This primitive mode of conveyance is still to some extent in operation at Ryde, so far as the cargoes of the small sailing vessels are concerned, but passengers are now met by a railway train and have a station in the sea for their special convenience.

### Ryde Pier.

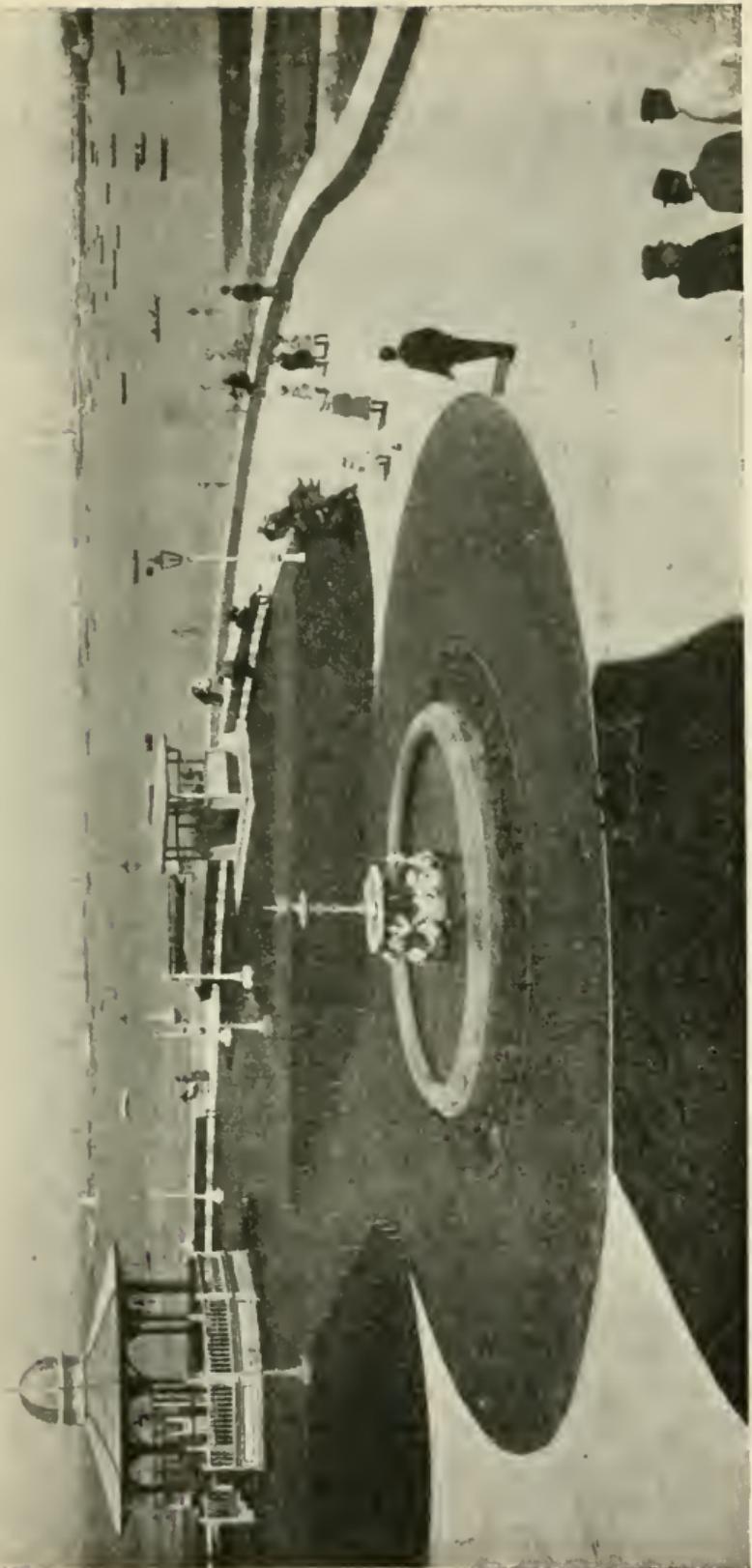
The erection of this structure was undoubtedly the making of the place, which formerly had a population under a thousand. At first the pier was only 1,740 feet long, but it was extended in 1824, and again in 1833, increasing its length to about half a mile. It now consists of three parts, or rather there are three distinct piers—the old pier for pedestrians, the tramway pier, and the railway or iron pier. The tramway dates from the year 1862, and was probably intended at that time solely for the conveyance of passengers and their luggage to and from the steam-boats. The cars were then drawn by horses, but in 1885 the company transformed it into an electric railway. The fare to either end is *one penny*, and the cars run every few minutes. In 1898 a covered station was constructed at the pier-head, so that visitors to the pavilion might be under shelter. The railway pier—constructed 1879-80—is owned by the joint railway companies (London, Brighton and South Coast, and South-Western), and forms a highly convenient link of communication with the Island railways. There are stations at both ends. Passengers whose destination is beyond Ryde walk straight from the steamer to the Pier Head station, a distance of a few yards only. The Island trains are run in connection with the steamers. It is as well to know that there is an excellent and moderate-priced refreshment buffet attached to the station. Passengers for Ryde only, unencumbered with luggage, generally prefer to reach *terra firma* by the electric tramway. Holders of railway tickets may travel free by the electric line. Those who proceed by rail may alight at either the Esplanade station, close to the chief hotels,

or at St. John's Road. The latter station is at the back of the town, and is more convenient for some of the residential quarters.

Excursionists and others who are not burdened with impedimenta pass at once on to the promenade portion of the pier-head. Here the scene is at all hours lively and interesting. Steamers other than those of the joint companies land and embark their passengers on this side. The total width of the pier-head is 636 feet, and though a considerable portion is railled off and used exclusively for railway purposes enough remains to make a spacious and attractive lounge. A large dome-shaped **Pavilion** was erected in 1895 close to the starting-point of the trams. Externally it hardly evokes admiration, but the interior is nicely fitted up, and the auditorium will seat as many as a thousand persons. First-class concerts and theatrical entertainments are given almost nightly during the season. Reading and refreshment rooms are attached, and a luxuriously-furnished suite of rooms is set apart for the use of members of the Royal Victoria Yacht Club, who now start all their races and regattas from their signal station at the pier-head. A broad flight of steps leads up to the promenade balcony, which forms a first-rate vantage-ground from which to view the ever-shifting panorama of the Solent. There is a smaller and older pavilion in the middle of the pier-head.

On the west side of the pier are several landing-stages for boats, and a small extension on which is placed what looks like a band-stand, but is in reality a wind-screen. The boathouse of the *Vectis Rowing Club* is near the pier-head: visitors can join the club temporarily for a small fee. Close by is the **Lifeboat-house**, containing the Hans Busk lifeboat, presented to the town by Captain Hans Busk in 1869.

The sunsets seen from Ryde Pier are particularly fine. A number of bobbing yachts and boats make up the foreground, then comes a wide stretch of rippling water, with here and there a pillar of smoke from an approaching steamer; while in the background are the wooded



*A. Debenham,*

THE NEW WESTERN ESPLANADE, RYDE.

[*Ryde.*

slopes of Osborne, and just where the mellow rays of the sinking sun touch the water can be seen a few tiny match-sticks, which the initiated know to be the masts of the yachts off Cowes.

The entrance to the pier is of light and attractive design, and there are separate turnstiles for ticket-holders and for those who pay the ordinary toll. *The price of admission is twopence, which must be paid each time one goes on, whether from the water or from the gates, but periodical and family tickets may be purchased at a reduced rate.*

Before leaving the subject, it may be well to recall the fact that Ryde Pier was one of the first institutions of the kind in the country, and at one time enjoyed a reputation almost as unique as that of the now defunct Chain Pier at Brighton. Before the rise of the numerous watering-places that now girdle our coasts, Ryde was a chosen resort of the *élite*, and dukes and earls took the air on the pier as studiously as they and their imitators now take the waters at Homburg or Marienbad. The large family mansions in various parts of the town remain as memorials of a departed and almost-forgotten era in Ryde's history.

Nearing the town, we observe on the right the commodious **Pier Hotel**, belonging to the Gordon Hotels Co., Ltd. Adjoining it is the new—

### Western Esplanade,

a pleasant promenade gained by the demolition of the waterside houses that formerly shut off Union Street from the sea. Here are pathways and flower-beds, a tasteful little fountain, a bandstand, shelters, lavatories, and other amenities that cannot fail to add to the attractiveness of Ryde as a holiday resort. The improvement cost something like £20,000, and was carried out under the direction of Mr. Matthews, the Borough Surveyor. The Esplanade was opened by Princess Beatrice in July, 1902.

Immediately westward is the **Royal Victoria Yacht Club-house**, with its saluting battery and flag-staff. The club is under the patronage of his Majesty and other royal and distinguished personages, and its regatta (generally held immedi-

ately after that at Cowes) is one of the institutions of the town. Next to the Royal Yacht Squadron, whose head-quarters are at Cowes, the Royal Victoria Yacht Club is perhaps the best-known club in the world, and its membership list includes admirals and generals *galore*. The first stone of the Clubhouse was laid by the Prince Consort in 1846.

Turning eastward on leaving the pier gates, we find ourselves in a wide and dignified thoroughfare known as—

### The Esplanade.

A long cab-rank runs down the middle. On the opposite side are a number of large hotels, including the ornate *Esplanade*, which occupies the site of the old *Ship Inn*, where Charles II. is said to have amused himself at whist, whilst waiting for the turn of the tide, on his visit in 1662.

Just where the tunnel commences, a turn to the left brings us to the sea-front. Fortunate the visitor who finds the tide in, otherwise the great stretch of sand, with nothing to relieve it but a few stranded boats and some far-away paddlers, is apt to give a worse impression of Ryde than it deserves.

### The Victoria Pier,

constructed in 1859, and intended to rival the old pier, is now fitted up and used exclusively for bathing purposes. There are graduated enclosures for ladies and gentlemen, and both hot and cold ozone baths are to be had. It is a somewhat shivery walk down the steps from the dressing rooms to the water, but otherwise a very enjoyable dip is to be had here, and even non-swimmers may enjoy the novelty of disporting themselves a quarter of a mile out at sea without the risk of being drowned.

Near the pier is a large slipway, where boats and canoes may be hired. When there is a sufficiency of water, boating is good and safe, but ludicrous incidents are sometimes witnessed at low water, when adventurous voyagers find themselves aground on the shallow sands with more frequency than is desirable. Persons who venture so far out as the pier-head should bear in mind that there is

frequently a very strong current in the direction of Sea View, rowing against which is pretty stiff work.

### The Esplanade Gardens

are a most attractive feature of Ryde, and with the adjoining sea-promenade are deservedly popular with visitors and residents. A large piece of mud-bank, left bare by the ebbing tide, was reclaimed many years back for the purpose of a tramway connecting the pier with the



F. N. Broderick.]

[Ryde.

THE ESPLANADE GARDENS AND SLIPWAY.

former terminus of the Isle of Wight Railway at St. John's; but the extension of the line having rendered this unnecessary, the land thus vacated has been transformed into a beautiful marine garden. The greater part of it is grass, but the borders are planted with flowers and shrubs, and hedged with tamarisk. A band-stand occupies a prominent position, and there are a number of tasteful shelters. The pretty **Fountain**, beyond the band-stand, is, in its way, a work of art, and the water-lilies floating on its

surface, and the gold fish darting about beneath, always attract the attention of children. Another piece of land farther on has been more recently reclaimed and turned into an oval **Canoe Lake**, on the shallow and secluded water of which juvenile mariners may acquire the rudiments of navigation. "Yachtsmen," too, may be seen tacking from side to side, to the imminent peril of smaller craft, but to their own exceeding satisfaction.

Close to the lake is the public **Bathing Place**, where a number of machines are provided for both sexes.

The town authorities have in recent years made commendable efforts, by cunningly placed groynes, to woo the sands back to Ryde, and their labours have already met with remarkable success. Very shortly, if all goes well, Ryde will have a stretch of sands capable of satisfying the most captious of juvenile castle-builders.

Round the lake is a beautifully-kept roadway, in great favour with cyclists. Machines can be taken for some distance eastward, as far as the commencement of Appley Walk, and people are sometimes foolish enough to ride along the sea-wall past the tower. The exercise is doubtless exhilarating, but as curves are frequent and the path is narrow, the practice, apart from its danger to pedestrians, is one to be severely discountenanced.

Overlooking the eastern end of the lake is a small slope, thickly covered with trees and provided with seats. At first sight it looks like a private enclosure, but it is open to the public, and on a hot day is a delightful and well-shaded retreat, commanding a full view of Spithead and the passing ships.

Not far from this portion of the Esplanade, a large number of the bodies of those who perished by the foundering of the *Royal George* (see p. 22) were buried. Writing in 1801, Englefield says :

"The footpath from Ryde to Appley and St. John's crosses a small and rather marshy meadow, with a streamlet passing through it, having a stone-arched bridge and a sluice to keep out the tides. Near this sluice several rows of graves still rise above the general level of the ground. These I

have often noticed without a suspicion of what they were, till one day, meeting an old fisherman, I asked him why these heaps, so much like graves, had been cast up. The man, in a low tone and with a sad look, said, 'They *are* graves ; the bodies cast ashore after the wreck of the *Royal George* were buried here. We did not like drawing a net hereabouts for weeks afterwards ; we were always bringing up a corpse.' "

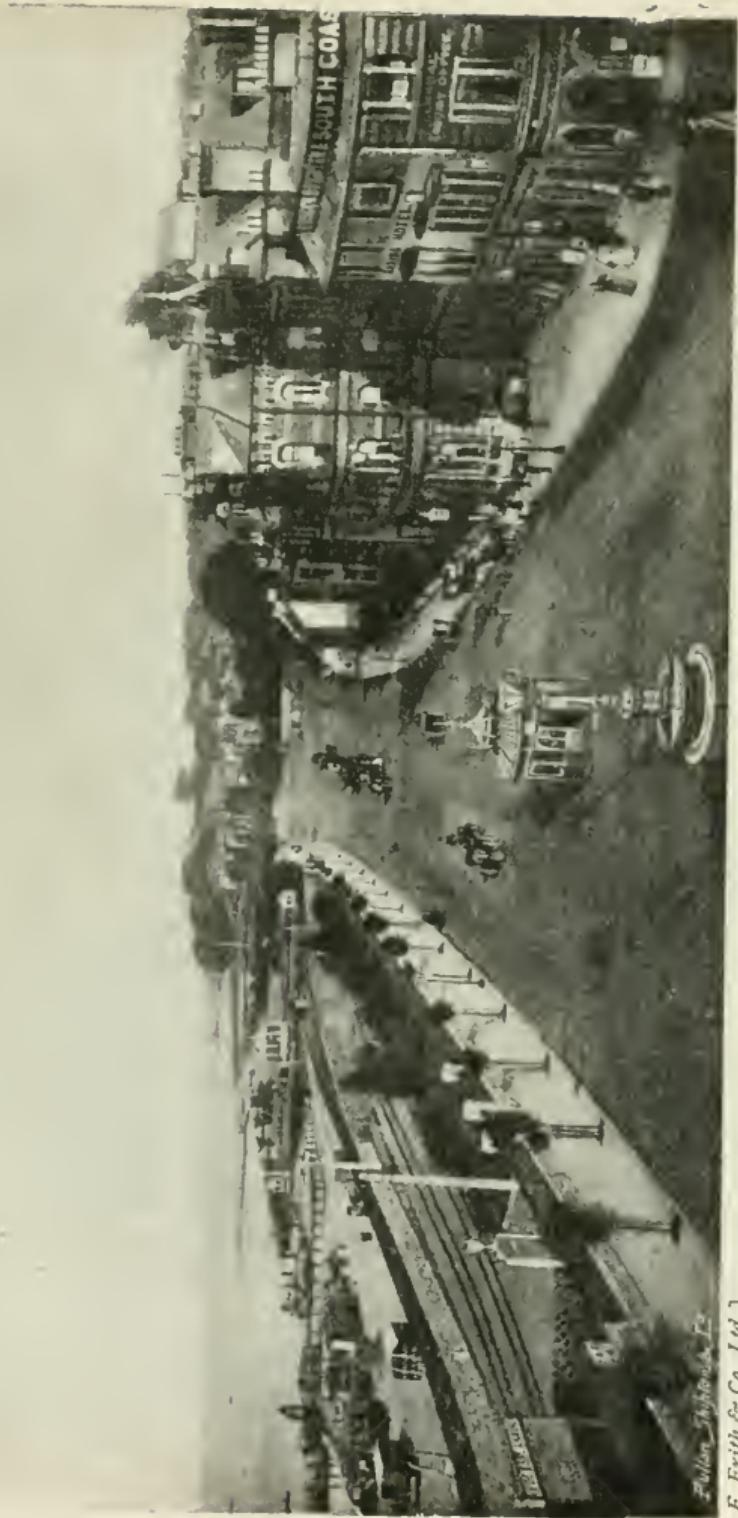
We are now in the neighbourhood of **St. John's**, so called from a mansion of that name once belonging to the Simeon family. This is the fashionable quarter of Ryde, and contains a number of residences of most inviting appearance, nearly all of them surrounded by fine gardens and affording excellent sea views.

A turn to the right will bring the golfer, after a walk of a mile or more, to Westridge Farm, where the **Ryde Golf Club** have an excellent course of nine holes. Visitors are admitted on payment of a small weekly or monthly fee.

Retracing our steps along the Esplanade to the pier, and having noted the new Western Esplanade (p. 28), pass into **PIER STREET** by the side of the Pier Hotel, and bear leftward for—

### Union Street,

the finest street in the town, and for the matter of that, in the Island. It has recently been still further improved by the demolition of several houses in Pier Street which formerly blocked it from the sea. At the foot is the new **Western Esplanade** (see p. 28), one of the most attractive features of the town. Ryde's main thoroughfare rises somewhat steeply from the sea, and though that circumstance favours belated excursionists who have been shopping and run the risk of losing their steamer, the ordinary visitor is apt to find the ascent a trifle toilsome. The street is wide, well-formed, and in the nature of things cannot help being well-drained and always clean. As Fielding put it, "immediately after the most violent rain a fine lady may walk in Ryde without wetting



[Reigate.]

THE ESPLANADE, RYDE.

F. Frith & Co., Ltd.,]

her silken shoes." Some of the shops are worthy of the finest quarters of the metropolis, and were no other evidence forthcoming of the presence in the town of a wealthy and leisured class, the contents of the shop windows would be sufficient. Indeed, Ryde seems to be more favoured as an all-the-year-round place of residence than any other town in the Island, having a permanent population of over eleven thousand, a large percentage of whom are retired officers. Some years back there was rather a falling off in this

respect, but the present Corporation seem to be fully alive to their responsibilities and opportunities, and with care and good management Ryde yet has halcyon days before it.

A prominent feature of Union Street is the **Arcade** on the west side, a long passage lined with attractive shops. On the same side is **Yelf's Hotel**. On the left-hand side, ascending, are the **National Provincial Bank**, and the **Chief Post Office**. A good glimpse of the sea and



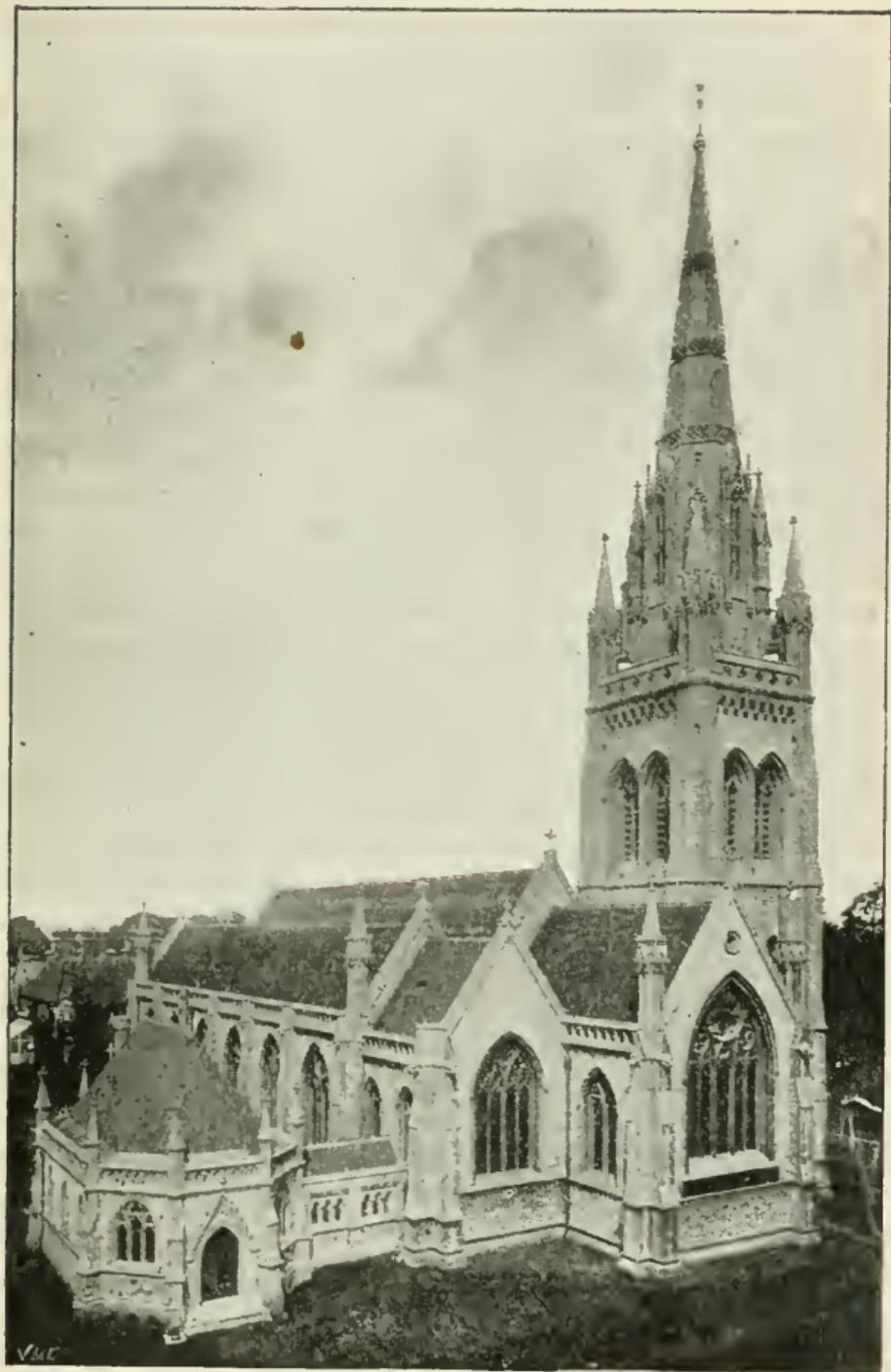
THE THEATRE ROYAL, RYDE.

of the opposite coast is to be had from the top of the street, the houses in Pier Street no longer blocking the view.

Where Union Street becomes merged in the narrower and greatly inferior **HIGH STREET** stands—

### The Theatre Royal,

one of the most historic theatres in the South of England. It was on the site of the present house that Mrs. Jordan played for the last time in England, and in the early fifties



*A. Debenham, J.*

[*Ryde.*

RYDE PARISH CHURCH.

and sixties the old theatre was under the management of Mr. and Mrs. Barnett. It was here that Miss Ellen Terry made her first appearance on the stage, playing Puck in "A Midsummer Night's Dream," when a mere child. Indeed, nearly all the members of that clever family made their *début* here. The house is capable of holding nearly 1,000 people; but theatrical enterprise does not seem to flourish in the Island.

**St. Thomas's Church**, on the north side of ST. THOMAS'S SQUARE, was built in 1827, but its thick coating of ivy gives it a venerable appearance that would lead one to suppose it of much greater antiquity.

On the right side of LIND STREET is the **Town Hall** and **Market Place**. The building is of stone, and the lower part dates from 1830. The front elevation, with its lofty Ionic portico, is very commanding. The large hall is capable of seating nearly a thousand persons, and there are a number of smaller rooms in which the business of the Corporation is transacted. The organ was erected by public subscription at a cost of over a thousand pounds, as a memorial of Queen Victoria's long reign. The pictures in the large hall are mostly by a native artist, Mr. A. W. Fowles. A tablet, unveiled by Princess Henry of Battenberg, commemorates "the loyal and distinguished services rendered by volunteers from Ryde and neighbourhood during the war in South Africa, 1899, 1900, 1901."

**St. James's Church**, adjoining the Town Hall, is a proprietary chapel, erected in 1829.

On the opposite side of the street is the **Young Men's Christian Association**. This branch of the Association has done, and is doing, excellent work in the town. Visitors can use the reference library and reading-rooms on payment of a small subscription. A similar institution for the benefit of young women is situated in Garfield Road, opposite the Wesleyan Chapel. In Ashey Road, a continuation southward of High Street, the Y.M.C.A. maintain a large holiday home, known as **Hazelwood**, for commercial young men. The building is of a quite palatial character, with a pretty central spire, and stands in beautiful and

extensive grounds overlooking the railway near St. John's station. Its only disadvantage seems to be the distance from the sea.

Continuing along Lind Street to WEST STREET, we walk uphill to its junction with QUEEN'S ROAD, where stands—

### All Saints,

the stately parish church of Ryde. It is significant of the changes wrought in the Island by the influx of visitors that Ryde on the north, and Ventnor on the south, both once formed part of the parish of Newchurch, which then extended right across the Island from sea to sea. Ryde was not formed into a separate parish until 1866, though it, of course, had churches of its own long before that date. The foundation stone of All Saints was laid by Princess Christian, on behalf of Queen Victoria, in 1869, and the edifice was consecrated by Bishop Wilberforce in January, 1872. The first cost was £16,000 and it has since been added to considerably. Sir Gilbert G. Scott was probably responsible for a larger number of ecclesiastical edifices than any other architect of the nineteenth century, and this is undoubtedly one of the best specimens of his work, many authorities going so far as to consider it the finest parish church in the south of England. It owes something, of course, to its position, standing on the brow of the hill on which Ryde is built. The finely-proportioned spire rises to a height of 180 feet and is visible for miles in every direction, being, indeed, the farthest seen landmark of the town. The church is in the Decorated style, and consists of nave, chancel, and north and south aisles. The interior is beautifully finished. Two graceful arcades separate the aisles from the nave, the capitals of the pillars showing some good ornamentation. The pulpit is constructed of variegated alabaster, and the base consists of a number of fluted columns of white marble. It is octagonal in shape, and in the panels are introduced figures of saints and martyrs. The font is of white marble, exquisitely carved. The reredos is also

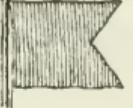
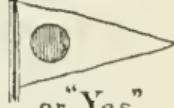
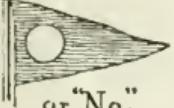
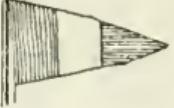
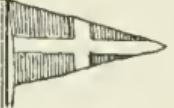
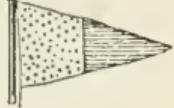
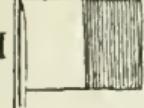
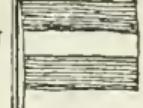
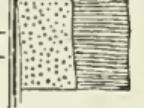
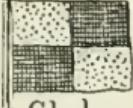
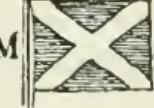
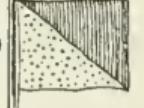
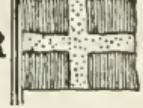
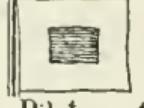
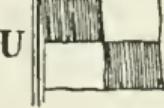
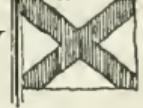
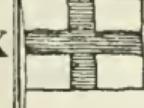
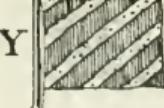
admired. The bell-tower contains a fine peal. Seating accommodation is provided for 1,300 worshippers.

Apart from the Sunday services, All Saints' Church is most visited on account of the extensive view to be had from the Tower. The greater part of the Island can be clearly seen, together with the whole of the Solent, and a considerable portion of Hampshire, including, of course, Portsmouth and Southampton. In fine weather the spire of Chichester Cathedral is visible. The charge for permission to ascend the tower is *sixpence* each person, or *one shilling* for three. The proceeds are devoted to church expenses.

We are not prepared to support the sardonic suggestion of a local writer that "every visitor to Ryde should go to the Cemetery," but will content ourselves with remarking that the grounds, comprising about ten acres, have been laid out by the Corporation in an unusually attractive manner, and are really worth looking at. The Cemetery is in UPPER WEST STREET, near All Saints' Church.

Between the Cemetery and the SWANMORE ROAD stands the Royal Isle of Wight Infirmary, an institution belonging to the whole Island rather than to Ryde alone. It is a square brick building, standing in its own grounds, and was established in 1847. The *Children's Ward* commemorates Queen Victoria's Diamond Jubilee. The foundation stone was laid by Princess Henry of Battenberg, and the extension was opened by her late Majesty in July, 1899, this being one of the last public functions which she attended in person.

Returning along the somewhat tortuous High Street, we notice on the right the Roman Catholic Church (*St. Marie's*), erected in 1864 by the late Countess of Clare, sister to the founder of the Royal Victoria Yacht Club, and turn rightward at STAR STREET for GEORGE STREET, the latter a fine thoroughfare running parallel to Union Street, which will enable us to regain the Esplanade. In George Street is the School of Art, principally interesting from the fact that its foundation stone was laid in 1874 by the late Dowager Empress of Germany, then Crown Princess, The

			
<b>"Code and Answer."</b>	<b>A</b>	<b>B</b>	<b>C</b> or "Yes."
			
<b>D</b> or "No."	<b>E</b>	<b>F</b>	<b>G</b>
			
<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>
			
<b>L</b> Cholera.	<b>M</b>	<b>N</b>	<b>O</b>
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<b>X</b>	<b>Y</b>	<b>Z</b>	

THE NEW CODE SIGNALS, OR THE ALPHABET IN BUNTING.

building contains a small **Museum**; formerly the property of the defunct Isle of Wight Philosophical and Scientific Society. The collection includes a number of interesting island fossils, and some fragments from the ruins of Quarr Abbey. The public are admitted free.

On the opposite side of the road is the **Baptist Chapel**, a pretty red and white brick building, with a small spire, and at the corner of **MELVILLE STREET** stands the **Congregational Church**, which we have seen described as "one of the funniest landmarks to be met with in a day's journey by rail, road, or sea." Exactly where the fun comes in is not clear, but the architecture is certainly peculiar. The whole of one side is gabled, and the tower, which starts square, shortly becomes octagonal, puts round its neck a collar in the shape of an arcaded turret, and ends as a quite conventional pointed spire. Further down in **George Street** is the **York Hotel**, where the ex-Empress Eugenie stayed a night after her escape from Paris.

As has already been pointed out, none of the places of worship in Ryde is of any antiquity, and the tourist is hardly likely to go out of his way to see them, but for the sake of completeness mention should be made of one or two that have not been included in our round. In **DOVER STREET**, in the eastern part of the town, is **Holy Trinity Church**, chiefly notable for its pinnacled tower and spire, rising to a height of 146 feet. **St. John's**, in the pleasant locality of the same name, was built in 1843, on a site presented by Sir R. Simeon, Bart., and enlarged and re-consecrated in 1870. **St. Michael's and All Angels**, in **Swanmore**, serves the southern end of the town.

Another institution which demands mention is the **Isle of Wight College**, charmingly situated at the east end of the town. Speaking generally, the educational facilities offered by Ryde are considerable, there being numerous private establishments with excellent reputations, in addition to several board and national schools.

In the important matter of water supply the town is fortunate, a copious and always pure supply being obtainable from the springs at the foot and on the southern side

of Ashey Down, the conspicuous eminence to the south. The waterworks cost between £50,000 and £60,000. The large reservoir will hold more than 500,000 gallons, and is filled by a steam pump which throws up 18½ gallons at every stroke of the cylinder.

The hotel accommodation of the town is unsurpassed, comfortable boarding-houses are numerous, and private lodgings, except in the height of the season, are generally obtainable without difficulty.

We have thus dutifully, and we fear dully, set forth the principal features of Ryde, but candour compels us to admit that people do not go there for any of these things. We intend no disrespect to the finest town in the Island in saying that, generally speaking, people go to Ryde to get away from Ryde. In other words, the town offers so many facilities in the way of coach, train, and steamer excursions that it is admittedly the best head-quarters for those whose object is not so much to rest as to get about and to see all that the Island and the adjoining mainland have to offer in the way of beauty and interest.

We summarise briefly in the following pages the excursions that may be most conveniently taken from Ryde. Reference to the index at end of book will quickly show on what pages detailed information is to be found concerning each town and village.

### EXCURSIONS FROM RYDE.

It is obviously impossible to guarantee the absolute accuracy of the following particulars, as routes and fares are subject to change, but the alterations are not likely to be important, and the information given will serve all practical purposes. Times and fares should be checked by the handy little time-tables issued by the Isle of Wight railway companies, and by the programmes of the steamboat companies and coach proprietors, which are generally posted at the entrance to the pier and elsewhere in the town. A considerable saving in the cost of railway travelling can be effected by consulting the announcements of cheap excursions. Day return tickets at reduced rates are issued by morning trains (see p. 7).

### By Rail.

- I. Ryde to **Brading, Sandown, Shanklin, Wroxall**, and **Ventnor**.—Main line, Isle of Wight Railway. Trains about once an hour.
- II. To **St. Helen's** and **Bembridge**.—Change at Brading for branch line. About eight trains daily.
- III. To **Newport** and **Cowes**.—Two routes, *via* Ashey and Whippingham, and *via* Sandown (change). Fares by both routes are now the same. The former is more direct but there are fewer trains.

From Newport there are trains about once in every two hours for **Yarmouth, Freshwater**, and the western end of the island. **Ventnor** can also be reached from Newport *via* Merstone and St. Lawrence. **Whitwell**, on the same line, is the station for Niton, Chale, and Blackgang.

### By Steamer.

The excursions by steamer are very numerous and very cheap, and embrace trips of from half an hour to a whole day's duration. Alterations are frequent, and the following particulars are only given approximately :—

- I. **Round the Island**.—This is, as it deserves to be, one of the most popular trips. Except by the dangerous "back of the Island" (Blackgang to the Needles) the vessels keep well in shore and excellent views are had of Osborne, Cowes, Totland and Alum Bays, the Needles, Freshwater Bay, Ventnor, Bonchurch, Shanklin, Sandown, the Culver Cliffs, Bembridge, &c. The trip occupies from six to seven hours, and is sometimes taken in the westward, sometimes in the eastward direction, according to tide. Return fare, 2/6, exclusive of pier dues. The catering on board is good and moderate in price. The Railway Company's boats usually make the trip on Mondays, Wednesdays, and Saturdays, leaving Ryde about 12.0 noon on the arrival of trains from Ventnor, Newport, &c. The Southampton Company's boats generally make the trip on Mondays and Thursdays, but start about an hour earlier.
- II. To **Yarmouth, Totland Bay, and Alum Bay**.—A delightful trip, coasting along nearly all the northern half of the Island, and allowing several hours on land. The Southampton boats run daily during the season, and the Railway Companies' boats about twice a week. Return fare one shilling, exclusive of pier tolls.

III. To **Bournemouth** and **Swanage**.—This is another popular trip, affording a "good blow at sea," in addition to the passage through the Solent. The Southampton Company's vessels usually run on Mondays and Thursdays, and the Railway Companies' boats on Tuesdays and Fridays. Fares to Bournemouth, 3/-; to Swanage, 3/6, exclusive of pier dues. The *Guides to Bournemouth and Swanage* in this series contain plans of the towns, and will be found useful.

IV. To **Southampton** and the **New Forest**.—Combined boating and driving tickets are issued once or twice a week by the Southampton Steam Packet Company, which include steamer (first class) to Southampton, and a long drive, visiting the most charming parts of the New Forest. Steamer leaves Ryde about 8.50, returning from Southampton about 6.0. This is a long day's pleasure for 6/-.

V. To **Portsmouth** and **Southsea**.—Return tickets are issued by any boat after 11.40 for 1/-, or 1/4 first class. Visitors are conducted round the *Dockyard* daily between 10.0 and 11.0 and between 1.0 and 3.0, Saturdays excepted. See the *Guide to Southsea, Portsmouth, &c.*

VI. There are about six steamers daily to **Stokes Bay**, for Gosport, &c.

VII. To **Cowes** only.—About six boats daily, in connection with trains from Ventnor, &c. Return fares 1/- and 9d.

From Cowes there are frequent boats to **Southampton** (see p. 167).

VIII. There are also occasional trips to **Brighton** and **Weymouth**. Fares: 4/6 first class, or 3/6 second.

### By Coach.

The coaches generally leave the Esplanade from 10.30 to 11.0, on the arrival of steamers from Southampton and Cowes, and from Portsmouth and Southsea.

I. To **Brading**, **Morton** (for **Roman Villa**), **Sandown**, **Lake**, **Shanklin**, **Bonchurch**, and **Ventnor**.—Stop at Ventnor two hours, returning about 3.30, *via* **Appuldurcombe Park** and **Wroxall**. Usual fare 5/-.

II. To **Shanklin** only. Route as above, returning from Shanklin about 4.0. Fare 3/-.

III. To **Binstead**, **Quarr Abbey**, **Wootton**, **Whippingham Church**, **Osborne**, **Newport**, and **Carisbrooke Castle**.—Stop two hours, returning about 3.30 *via* Shide, Blackwater, Arreton, and over the Downs to Ryde. Fare 4/-.

Parties of any size will find it more economical and enjoyable to hire a brake or waggonette, but they will do well to follow in the main the routes of the coaches, as these include nearly everything of interest in this portion of the Island.

Persons taking a private conveyance can go to Newport and Carisbrooke over Ashey Down, and Mersley and Arreton Downs. This is one of the loveliest drives in the Island, the road passing right over the top of the downs, while to right and left nearly the whole Island is spread out like a panorama below. The road is good, but it is a long and stiff climb to the top of each down in succession, with a long run downhill between. Visitors should stipulate to be taken this way, and return to Ryde by the high-road *via* Wootton.

### Cycle and Motor Routes from Ryde.

As we have elsewhere explained, the wheelman or wheelwoman who is not afraid of hills, and has learnt how to take a "shute," can do fairly well in the Island. The roads in the eastern part are moderately good, but rather loose in places. We outline what may be described as the more obvious routes from Ryde, but of course an active cyclist can, if so disposed, reach any part of the Island in a few hours.

#### I. To Sea View, St. Helen's, Bembridge, and Sandown, back by Brading.—Total distance, seventeen miles.

Proceed along Esplanade to Canoe Lake, turn rightward and uphill to St. John's Church. Turn leftward and follow direction post to Nettlestone. Here leftward for Sea View (three-quarters of a mile) taking care of the steep fall to village, or rightward to St. Helen's village, some distance beyond the church. Make for railway station and take road over harbour embankment (*toll twopence, including machine*). Follow railway, skirting south bank of harbour, to Bembridge, then a short ascent leads to Bembridge Church, overlooking the harbour. Bear rightward for Bembridge Cross. Then rightward again past Bembridge Farm, until the top of Longlands Shute is mounted, with Bembridge Fort conspicuous on the left. Descend by winding road skirting the down to Yaverland. Here rightward for Yarbridge and Brading if it is desired to skip Sandown, but otherwise leftward past Yaverland Church and Manor House to village. Then by undulating road, passing fort, to road skirting

sea-wall. Follow this for rather more than a mile to **Sandown**.

**Return** by road running almost parallel with railway to Yarbridge and Brading. Hence due north through Whitefield Wood to St. John's.

II. To **Brading, Sandown, Shanklin, Bonchurch, and Ventnor**, back *via Wroxall and Newchurch*.—Total distance about twenty-five miles. This is one of the main coach routes. Proceed as in first route to St. John's Church. Rightward to Brading (three miles) by good and fairly downhill road. Steep drop to town. At Wheatsheaf Inn turn left, then first to right and follow railway to Sandown. After passing under railway bridge at entrance to Lower Sandown, take first to right (Broadway), or keep on to Sandown Hotel and there turn right along High Street—or take the Esplanade, parallel with High Street, rejoining the latter at the Pier, a very pleasant change from the ordinary roads—and ascend to barracks on south side of town. Here there is a steepish descent with a sharp bend at bottom. Excellent road through Lake to Shanklin. Follow direction-plates to railway station, then left to High Street, which is high in more senses than one. At Daish's Hotel there is a steep descent, and then a long ascent (generally very loose), passing Shanklin Old Church, to top of Shanklin Down. The descent into Bonchurch requires very great care, and is as well walked, as it is not only steep, but there are some treacherous zigzags at bottom. Straight to Trinity Church, then follow direction-plates to town.

**Return**.—Gain road to Wroxall either by the notorious Zigzag Road which leaves Belgrave Road near the Royal Hotel, or by the road leading past railway station. The ascents must be walked. At the Cemetery turn rightward. The road winds between Wroxall Down and Rew and Week Downs to Wroxall. Continue, with Appuldurcombe Park on left, and railway on right, to Whitely Bank, where road to Godshill and Newport branches off to left. Then on to Branstone, keeping almost due north to Newchurch. A little beyond Newchurch station bear right, then leftward up the steep ascent, and rightward again until near the summit of Ashey Down (fine view). Here bear leftward (steep descent) past chalk-pit, with Waterworks to right. Straight road to Ryde through Swanmore.

III. To **Newport** *via* **Wootton Bridge**, back *via* **Haven Street**.—Total distance, fifteen miles. Start from All Saints' Parish Church (see p. 36). Proceed along Queen's Road, then turn rightward, gradually descending to Binstead. Hence by a somewhat "up-and-down" road to Wootton Bridge. About half a mile beyond the bridge the old road to Newport diverges to left. It is better to keep straight on by the so-called new road, to where road to Cowes turns off rightward. Then leftward by road overlooking the Medina and skirting the railway to Newport.

**Return.**—Take right-hand turning at bridge over the Medina. Where road forks bear to left, and in about a mile to right for Lynn Common. Then down an easy slope to Haven Street, passing under the railway bridge. Continue through village, and bear to right at cross-roads. Thence a rise to another cross-roads by windmill. Leftward through Haylands, joining Swanmore Road at Partlands Hotel.

IV. To **Cowes** *via* **Whippingham**, returning *via* **Parkhurst**.—Distance about twenty miles. Proceed as in Route III. to fork a mile and a half beyond Wootton Bridge. Here follow direction-post to Whippingham village (not station). Capital roads. Then bear northward skirting the Osborne Estate to East Cowes. Ask for floating bridge, which crosses to Cowes every ten minutes (*fare 1½d., including machine*). Proceed up Medina Road to High Street, turning rightward at the end of this devious thoroughfare for the sea-front.

**Return.**—Instead of returning to East Cowes, go up either Castle Hill (which runs up from the Parade, behind the R.Y.S. Clubhouse), or, better still "Egypt" Hill, farther westward on the sea-front; at the top the Park wall faces you, and you find yourself in Baring Road. Turn to right and keep the Park wall on left until you arrive at a pretty pair of cottages, one on left and the other facing you, at a cross-roads, where there formerly stood a toll-gate or two. Go as straight across as the buildings will permit, in a southerly direction, reaching in half-mile the Horse Shoe Inn, where main road from Cowes joins on left. The route outlined is easier than the more direct main road from floating bridge. Keep due south through Northwood and past Parkhurst Prison and Barracks to Newport. Follow High Street to bridge over Medina, then proceed to Ryde either *via* Wootton Bridge or Haven Street.



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[London

### FISHBOURNE.

## THE NEIGHBOURHOOD OF RYDE.

### DISTANCES.

Ashey Down . . . . .	4 miles, south.	Sea View . . . . .	3 miles, east.
Bembridge . . . . .	6½ miles, south-east.	Spring Vale . . . . .	2 miles, east.
Binstead . . . . .	1 mile, west.	St. Helen's . . . . .	4 miles, south-east.
Brading . . . . .	4 miles, south.	St. John's . . . . .	1 mile, east.
Haven Street . . . . .	4 miles, south-west.	Wootton . . . . .	4 miles, west.
Quarr Abbey . . . . .	2 miles, west.		

### I.—RYDE TO SEA VIEW.

**F**HE places of interest near Ryde may be best explored by a series of three walks, in each case in the direction of a cardinal point of the compass. The walk eastward along the Esplanade and Appley Walk to Sea View is perhaps the favourite one, and deserves first mention. The path is never other than dry, and gives a continuous view of the always interesting Solent. The walk should be taken also at dusk, when the lights of Southsea and Portsmouth twinkle across the intervening water. A little beyond the Canoe Lake a small moribund Pier, built by the late Sir W. Hutt, M.P.,



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[Kilburn.

## THE APLEY TOWER.

lodging houses and a comfortable little hotel (the *Royal Turret*). There is a pretty woodland district behind. The sands at low water stretch out to an enormous distance, it being possible to get quite close to the nearest of the circular forts in the Solent. So firm are the sands, too, that it is no uncommon sight to see a carriage and pair driving half a mile out, within a yard or two of the water's edge.

Continuing past the coastguard station and by a path bordering a wide stretch of meadow-land, we reach—

### Sea View.

#### Amusements :

*Bathing*—excellent and *en amille*. Tents only, which may be hired for about 6/- a week.

*Boating*—good and safe. Strong currents some distance out. Shallow fore-shore, rocky in places. Sailing vessels, with experienced boatmen, can be hired.

*Fishing*—good. Whiting-pout, bass, plaice, mackerel.

**Excursions.**—Several steamers daily during summer to Southsea and Portsmouth and to Bembridge, in connection with Brading Harbour Railway.

**Hotels.**—Sea View, Pier. For Tariffs see Introduction.

for private use, juts tentatively out to sea. The road ceases, and we follow a concreted sea-wall, past the Appley Estate, with its picturesque watch-tower, to Puckpool Battery. This is doubtless a formidable defence to Portsmouth, but is not much to look at, the great guns being concealed. We here reach the unobtrusive hamlet of Spring Vale, consisting of little more than a row of

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### FIRST-CLASS BOARDING ESTABLISHMENT.

Close to Pier, New Esplanade and Gardens. Commands an extensive view of the Solent.

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Dining, Drawing, Smoking Rooms. Croquet Lawn. Convenient for Bathing, Boating, and Coaching. Replete with every Home Comfort. EXCELLENT CUISINE. MODERATE TERMS. MRS. WYLES, Proprietress.

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EXTENSIVE SEA VIEW.  
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This pretty seaside resort seems destined to grow. It is appropriately named, being situated on a prominent headland at the north-eastern extremity of the Island, commanding a wide outlook. There is a welcome absence of bustle about the place—it looks what it is, a spot for idleness and quiet enjoyment. A somewhat obtrusive terrace of the modern villa type has in recent years been erected facing the sea, and the surrounding woodland, stretching almost to the water, gives the houses a picturesqueness to



A. Debenham.]

[Ryde.

AT SEA VIEW.

which, on their own proper merits, they are scarcely entitled. The speciality of Sea View, and the principal attraction probably of the families who year after year resort to it, is the sea-bathing. Whoever is responsible for the substitution of bathing tents for the hideous machines that disfigure most sea-side places, deserves the gratitude of the community. Very pretty these many-coloured tents look from the water, with their crowd of merry children on the sand in front, and their dark green setting of foliage

behind and eastward. A warning note is necessary with regard to the clayey foreshore of the coast further towards Bembridge. There is an authentic instance of a lady being caught by the incoming tide near Priory Bay when she had sunk more than knee-deep in the mud, and having to be extricated almost garmentless. The **Suspension Pier** at Sea View has some claim to be considered unique in that it is undeniably handsome. The pier-head is about a thousand feet from shore, and is sufficiently roomy for three vessels to lie alongside at the same time. Four standards support the pier by means of wire ropes, instead of the ordinary chains, and several ingenious devices have been adopted to lessen the oscillation usually attendant upon such structures. Steamers call regularly on their way between Portsmouth and Bembridge, and excursionists come frequently from Southampton, Bournemouth, &c.

The shops of Sea View are not numerous, and the residences are mostly of the boarding-house type. There are one or two good hotels. The *Church* (St. Peter's) will doubtless give way in good time to a more pretentious structure. An unusual feature of the place is the diminutive **Reading Room**, on the sea-front. It is cabin-like, but comfortable, and on a rainy day may well serve to while away an hour.

We can vary the return journey to Ryde by turning inland at any one of the three or four roads which run down to the sea, but it is better, shorter, and more interesting to go back the same way.

## II.—RYDE TO BINSTEAD, QUARR ABBEY, WOOTTON, &c.

We will now take the walk westward. It may be well to say at the outset that this is better worth doing than many people imagine. The sloppy shore seen on this side from the pier, and the apparent absence of any direct thoroughfare, give rise to wrong impressions, though the new Western Esplanade has much improved this aspect of Ryde.

From the new Esplanade walk along Pier Street, past the entrance to the Royal Victoria Yacht Clubhouse, and follow the bend of St. Thomas's Street to its junction with Spencer Road on the right. At first there is little of interest beyond

[London.]

SEA VIEW.

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the big and frequently untenanted houses that attest Ryde's aristocratic past. We shortly pass **Westfield**, a fine seat belonging to the Clifford family, and easily recognised by the gateway, with a well-executed figure of a stag above.



A. Debenham,]

[Ryde.

## SPENCER ROAD, RYDE.

The grounds extend to the water's edge, and are beautifully laid out, so that under the circumstances no one is likely to dispute the truth of the motto adorning the gateway, *Qui si sana* ("Here is health"). We are now in that part of

Spencer Road to which is given, in common with some thousands of other pretty parts of England, the title of the "Lovers' Walk." Lofty elms line the road and interlace above. Seats are scattered here and there, and the well-kept gravel roadway sets the cyclist longing. Neither machines nor vehicles are allowed, however. When the lodge of **Ryde House** is reached, a broad path, running between trim hedgerows, is observed on the right. This should be followed till the stream that marks the parish boundary is crossed, when the steep ascent brings one near to **Binstead Church**, within a stone's-throw from the shore. The church is generally visited for the grotesque figure, known as the "Idol," supposed to resemble the Saxon Thor, which is placed over the entrance to the church-yard. The present edifice was erected in 1842, on the site of a Norman building, believed to have been the work of the monks of Quarr Abbey. Other ancient stones emblematic of Sin, Eternity, &c., may be seen in various parts of the building. The font is octagonal, and worth noticing for its representations of Eve's Temptation, the Expulsion from Paradise, the Doom of Labour, Death, Christ's Baptism, Crucifixion, and Ascension, and the Last Judgment. The reading-desk is supported by a well-executed figure (in oak) of Moses, with his arms upheld by Aaron and Hur.

### Binstead

is a small village of quite respectable antiquity, finding mention as "Benestide" in Domesday Book. It is to all intents and purposes a suburb of Ryde, and is built on the sides of the main road from that town to Newport, at the eastern foot and the declivities of a somewhat steep hill, up which the horses have considerable difficulty in dragging the coach, in spite of the fact that the bulk of the passengers usually walk.

The limestone quarries close by are well known to geologists, and though they have probably been worked since Saxon times, even now furnish an occasional fossil of the Upper Eocene period. The stone was largely employed in the erection of Winchester Cathedral.

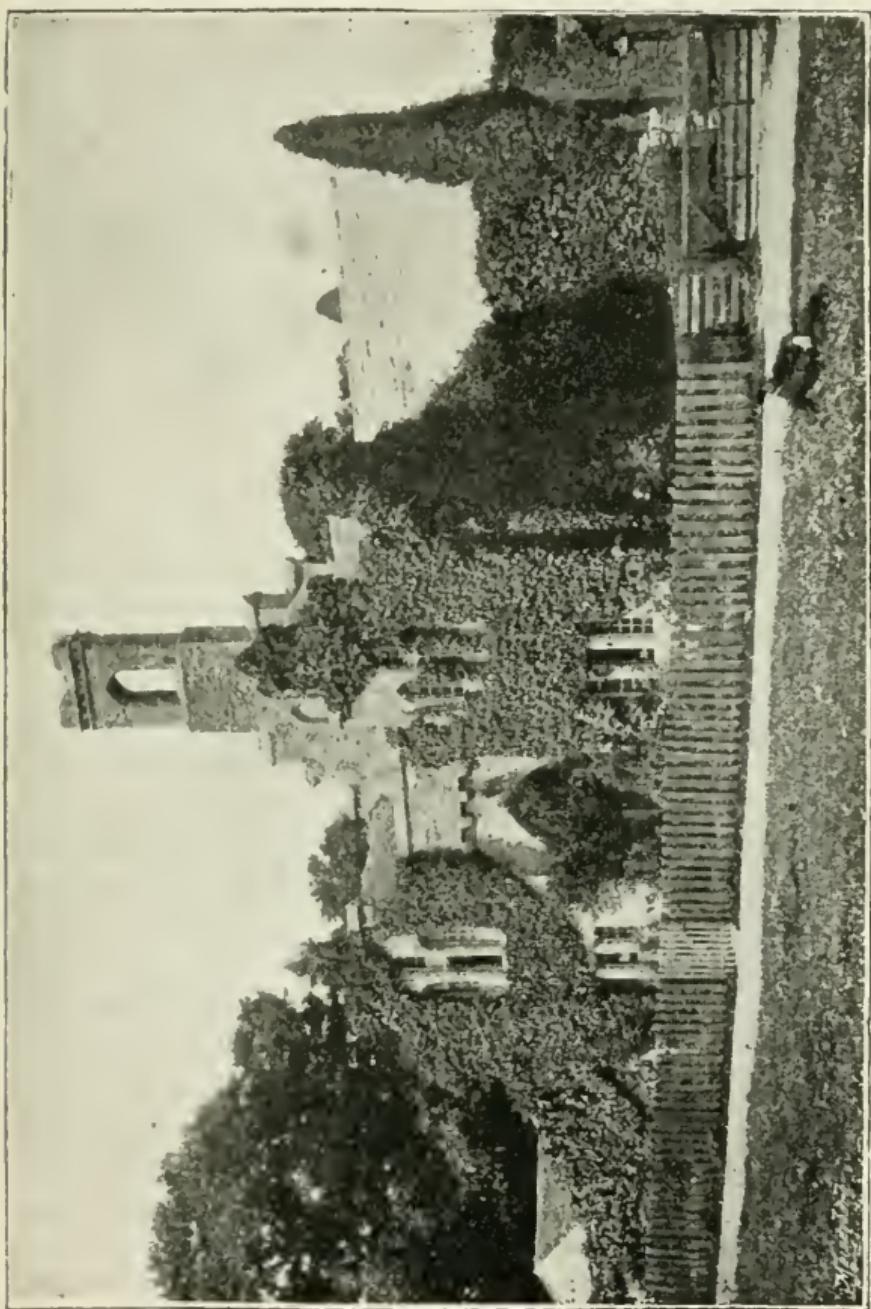
Leaving the church we bear to the right, through a shady oak copse to a broad road, in which stands what is still known as—

### Quarr Abbey,

though only a few crumbling walls and fragments of arches are to be seen. The Abbey was founded in 1132 by Baldwin de Redvers, Earl of Devon and Lord of the Island. Here he and his wife and son, and a number of other distinguished personages, including the Lady Cicely, second daughter of Edward IV., and godmother of Henry VIII., were buried. The Abbey was tenanted by the Cistercian or White Friars, and was the second house of the kind established in England. By careful management and successive endowments the property shortly became the most valuable in the Island, and the abbot was a person of so much consequence that he was appointed Warden or Lord of the Island. In 1340 special license was obtained to fortify the place against the attacks of pestilent sea-rovers, and the remains of the stone wall with sea-gate and portcullis then erected may still be traced. At the Dissolution of the monasteries the property passed into the possession of a prosaic merchant of Southampton, by name George Mills, who promptly razed the buildings to the ground for the sake of the materials, and turned the land to agricultural uses. Such of the ruins as were preserved have been built into the farmhouse which now occupies a portion of the site. The refectory, the best preserved part of the building, is used as a barn. The site of the Abbey was thoroughly explored in 1891 by Mr. Percy G. Stone, the eminent architect, according to whom "little was brought to light, except the ground—or more strictly speaking, foundation plan of the buildings that covered the site." The sweet woodruff is very plentiful at Quarr, and the spot is well known to juvenile blackberry gatherers and lovers of picnics.

Leaving the Abbey, we pass through the gates at the porter's lodge to the grounds of **Quarr Abbey House**, the seat of the Cochranes, and interesting as the place where the now widowed Governor of the Island, Princess Beatrice,

spent her honeymoon. Following the path through the grounds for half a mile we arrive at—



[Ryde.]

QUARR ABBEY.

A. Debenham.]

Fishbourne, a pleasant village built round a pretty green, near the entrance to—

### Wootton Creek.

This creek extends inland for a considerable distance, and at high-tide is a favourite resort of yachtsmen. When approached from certain points the water cannot be seen, and the stranger watches with astonishment a white sail apparently making its way through trees and hedgerows. The sloping banks are prettily fringed with oaks. It is possible to return to Ryde at low water by a muddy walk along the shore, but great caution is necessary, as the tide comes in rapidly.

Turning southward through a copse, a short walk by the creek conducts to—

### Wootton Bridge.

**Places of Worship**, with hours of service on Sundays:—

<i>Churches</i> (two)—10.45 and 6.30.	<i>Wesleyan</i> (two)—10.30 and 6.0.
<i>Bible Christian</i> —10.45 and 6.0.	

This village stands about midway between Ryde and Newport, at the spot where the creek, tidal up to this point, is crossed by a causeway three hundred yards long. There is a small quay, from which at one time regular communication was kept up with Portsmouth. The Newport coaches generally stop at the *Sloop Inn*. A small Jubilee Fountain was erected in 1887 on the rise of the hill to the west of the causeway. A short climb brings us to Wootton proper. The *Church* is worth inspection, having a fine Norman doorway, with chevron mouldings, an Early English arch, and an interesting old pulpit. It is chiefly noteworthy, however, for its connection with the Lisle family, one of whose members, Sir John Lisle, took part, it will be remembered, in the condemnation of Charles I. His widow was the Dame Alice Lisle who figured so prominently after Sedgmoor. The church was founded by a de Lisle in the reign of Henry III., though the present edifice dates only from the time of Edward III. It contains several monuments to members of the family.

About a mile seaward from the church is another of those inlets for which the north of the Island is remarkable, known as **King's Quay**, from an incorrect tradition that

King John retired here to sulk after signing Magna Charta, leading, according to Roger of Wendover, "a solitarie lyfe among reivers (pirates) and fishermen."

The return to Ryde may be made by the high-road over Wootton Creek, or by turning southwards for Wootton railway station (about a mile from the village). On the way to the station a beautiful castellated mansion, known as **Fernhill**, built in the last century by Lord Bolton, a former governor of the Island, is passed. The traveller will remark that the railway hence to Ryde seems to run almost continuously through woodland, and the pretty glimpses obtainable from the carriage windows are a sufficient refutation of the statement sometimes seriously advanced that the interior of the Island is not worth seeing.

### III.—ASHEY AND ARRETON DOWNS.

We are strongly of opinion that visitors to the Isle of Wight do not sufficiently appreciate the wonderful scenery of the Downs. The heights are not great, but the views to be obtained therefrom, to say nothing of the delicious and invigorating air, repay the labour of ascent a hundredfold.

There runs from Brading a series of Downs which under various names extend almost continuously to the valley of the Medina, south of Newport. These may be explored with almost equal advantage from Ryde, Brading, or Newport, but as Ryde is the most frequented tourist centre, we will assume that the start is made from there. It is a somewhat wearisome and only moderately interesting walk of rather over three miles, through Swanmore and along the Ashey Road to where the steep ascent commences. This walk can be avoided by taking train to **Ashey**, on the Ryde and Newport direct line, and then making one's way towards the conspicuous seamark on the sunmit by means of a path which runs by the side of a small branch line connecting the chalk quarry at the foot of the hill with the railway. Here we tap the main road to Newchurch (we are in that parish), which runs over the summit of the down. At the very top (427 feet high), there is a seamark, a triangular pillar of stone,

erected in 1735 ; and near it, at a point where three roads meet, a sign post conveys the interesting information that we are two miles from Brading, four from Ryde, and four and a half from Newport. The view from this point is considered by many the finest in the Island. It has been described once for all by Legh Richmond, the talented clergyman to whom we owe "Little Jane" and the "Dairymen's Daughter," and whose eloquent pen first made widely known the beauties of the island. The description is almost as accurate to-day as when penned :

"Southward, the view is terminated by a long range of hills (Shanklin, Wroxall, and St. Catherine's), at about six miles distance. They meet, to the westward, another chain of hills, of which the one whereon he [the tourist] sits is a link ; and the whole together nearly encompass a rich and fruitful valley, filled with cornfields and pastures. Through this vale, winds a small stream for many miles ; here and there, lower eminences arise in the valley, some covered with wood, others with corn or grass, and a few with heath or fern. One of these hills is distinguished by a church (Newchurch), at the top, presenting a striking feature in the landscape. Villages, churches, country seats, farmhouses, and cottages are scattered over part of the southern valley. In this direction, also, appeared an ancient mansion (Knighton—no longer standing), embellished with woods, groves, and gardens. More to the east, in continuation of that chain of hills on which he is sitting, rise two downs (Brading and Bembridge), one beyond the other, both covered with sheep, and the sea is just visible over the further hill, as a terminating boundary. At this point, are seen ships, some sailing, others at anchor. On the north, the sea (the Solent) appears like a noble river, varying from three to seven miles in breadth, between the banks of the opposite coast and those of the island. Immediately underneath him, is a fine woody district, diversified by many pleasant objects. Westward, the hills follow each other, forming several intermediate and partial valleys, in undulations like the waves of the sea, and, bending to the south, complete the boundary of the larger valley before described, to the southward of the hills on which the tourist sits. One hill alone (St. Catherine's), the highest in elevation and about ten miles to the south-westward, is enveloped in a cloud."

As we have already explained (p. 39), Ryde is supplied with water from springs on Ashey Down. Important race meetings are held at Ashey in summer.

The tourist will not willingly descend, nor is it necessary,

for he can continue to walk at a considerable altitude either eastward to Brading (see p. 69), or even to Bembridge Down, or westward over Arreton Down to the village of the same name, near which is a station on the Sandown and Newport line, by means of which Ryde can be regained *via* Sandown. There is little fear of trespassing, and if one does inadvertently transgress the offence is not likely to be seriously regarded.

IV.—HAVEN STREET, SMALLBROOK, &c.

There is one further walk, or rather series of walks, which ought to be included in our itineraries. At the southern extremity of Swanmore Road, by the Partlands Hotel, turn along Upton Road, through Haylands, a pleasant suburb of Ryde, to Aldermoor Windmill. The quiet woodland road might easily be mistaken for a Devonshire lane. At the cross-roads\* keep straight on for **Haven Street** (four miles from Ryde), a small hamlet with a railway station all its own. There is a tradition that the place really was a haven at one time, Wootton Creek being then wider and extending further inland. The wooded bottom of the creek still marks its course. The *Longford Institute*, erected by Mr. John Rylands, with its reading-room, has a quite imposing appearance. The return can be made by way of **Firestone Copse** and **Binstead**.

\* If at the cross-roads the left-hand road is taken, it will lead down to the railway at *Smallbrook*, near the spot where the "direct" Ryde and Cowes line leaves the line to Shanklin and Ventnor. In the summer, marguerites grow on the embankments in astonishing profusion. The Whitefield Woods can be entered, and the ramble extended to Nunwell Park and Brading, or across the fields to St. Helen's.





*F. Milman Brown.*

*[Shanklin.*

AT BEMBRIDGE.

*B & C*

## SECTION II.

### BEMBRIDGE AND BRADING.

**B**IF the passenger from Ryde to Sandown happens when near Brading to cast a look eastward, he beholds a wide stretch of flat and marshy land, intersected by a river, extending between hills to the distant sea. The prospect is not attractive, and he turns with relief to the view of Brading and its church on the other side. But if he will take the trouble to get out at Brading and cross the platform to where the short corridor train is in waiting for passengers to St. Helen's and Bembridge, we can promise him a surprise. Strangely overlooked is this eastern corner of the Island, except by its select frequenters, and much of its charm is doubtless due to this very fact. It has not only a railway service, but steamers in connection, running several times daily to and from Sea View, Southsea, and Portsmouth. Yet there is always elbow room at Bembridge, and abso-

lute solitude within a few hundred yards. It may be the spaciousness of the marshland, or the sense of guardianship conferred by the lofty Down with its protecting fort, but the Bembridge district somehow conveys the impression that it is a place apart, cut off from the rest of the Island and from the world, and subject to special treatment at the hand of Providence. The golfer, the yachtsman, a few heads of families, know it and love it—the average tourist passes unheedingly by.

Let us say frankly, lest we be accused of raising false hopes, that Bembridge will not suit every taste. Niggers may go there occasionally, but we have never seen them ; it has no band that we ever heard of ; and its frequenters, fashionable though many of them are, seem to have come to a tacit understanding that in the matter of dress “anything will do.” The scenery is not sublime ; the shops are somewhat primitive ; and we are not quite sure that all the cottages where visitors are received conform to the latest requirements of civilisation. But if you like a place where the only noise is the laughter of children, where the only daylight occupations are bathing, boating, fishing, and golfing, and the evening occupations as nearly as possible *nil* ; where the only excitement of the day is the arrival of a two or three-car railway train, or the departure of a diminutive steamer, then Bembridge ought to suit you.

The history of this tract of land is of more than ordinary interest. It is a kind of Holland in little—the outcome of a long continued and determined struggle between man and the absorbing ocean. The maps of a decade or two ago show water where is now dry land, or the nearest attainable approach to it. Brading Harbour then extended a mile and a half inland, the mouth of the Yar being, however, the only navigable portion. For centuries attempts were made to reclaim this oozy waste, and in the reign of James I., Sir Hugh Myddelton, of New River fame, partially succeeded. The sea soon got back its own, however, and succeeded in keeping it, in spite of several further schemes, until 1878, when another company

(financed, alas, by the notorious "Liberator" Society) managed, after considerable difficulty, to carry an embankment, more than a mile in length, right across the harbour. The sea being thus shut out, the land (some six hundred and fifty acres in extent) is now used for farming purposes.

From Brading the line follows the sinuous Yar to—



*J. Milman Brown,*

*[Shanklin.*

OLD CHURCH TOWER, ST. HELEN'S.

St. Helen's,

Places of Worship, with hours of service on Sundays:—

St. Helen's Church—11.0 and 6.30.  
Bible Christian—10.30 and 6.0.

Free Wesleyan—10.30 and 6.0.  
Wesleyan—2.30 and 6.0.

on the north side of the estuary. It is a somewhat "scattery" place, the village proper standing on rising ground some distance north of the station. There is a good modern *Church* and a spacious village green. St. Helen's is frequently visited from Ryde, of which town it may in some sense be considered a suburb. One piece of antiquity it possesses in the curious, square, white-

fronted Tower of its old Parish Church, which stands, deserted and forlorn, on the edge of the shore near the entrance to the harbour, and is now used as a sea-mark. The body of the church was washed away long since ; but apparently the sea was merciful in its operations, for the building was reported even in Elizabeth's time as being in such a ruinous condition "that one might look in at one end and out at the other," while there had been "never a curate and but little service for many years past, so that the parishioners had been fain to bury their corpses themselves."

Of the Priory which formerly existed at St. Helen's no trace exists, though the name is preserved by a neighbouring mansion. In the reign of James I., the Priory was bought by a gentleman with the appropriate name of Emanuel Badd, who, according to Sir John Oglander, was a poor man's son, but "by God's blessing and *ye losse of five wifes* he grewe very ritch." The italics are ours ; the suggestion the good knight's own.

The sandy gorse-covered promontory hard by has been laid out as a nine-hole **Golf Course** by the Royal Isle of Wight Golf Club. The links are deservedly popular with players, one great advantage being that owing to the mildness of the climate they can be used practically all the year round. There is also a Ladies' Golf Club.

Communication is afforded with Bembridge by frequent ferry boats (*fare threepence*), and by means of a roadway running across the embankment alongside the railway (*toll one penny*). If in the neighbourhood of the links, the ferry is to be preferred, as it is a long walk round by the embankment.

Leaving the station at St. Helen's, the railway crosses the harbour, and after skirting its south bank for about a mile brings the traveller to—

## BEMBRIDGE.

### Amusements :

**Bathing**—good, though shore rocky in places. Tents and bathing sheds.

**Boating**—excellent. For sailing and fishing boats a bargain should be made.

When tide is in, there is also safe boating in the harbour itself.

**Cycling**. Good runs to St. Helen's, Sea View, and Ryde ; to Brading and Ryde ; to Bembridge Down and Sandown, &c.

**Fishing**—good.

**Golf.** Course of nine holes on St. Helen's side. Ferry across.  
**Steamer** excursions to Sea View, Southsea, Portsmouth, &c.

**Hotel.**—*Royal Spithead*; several *Inns*.

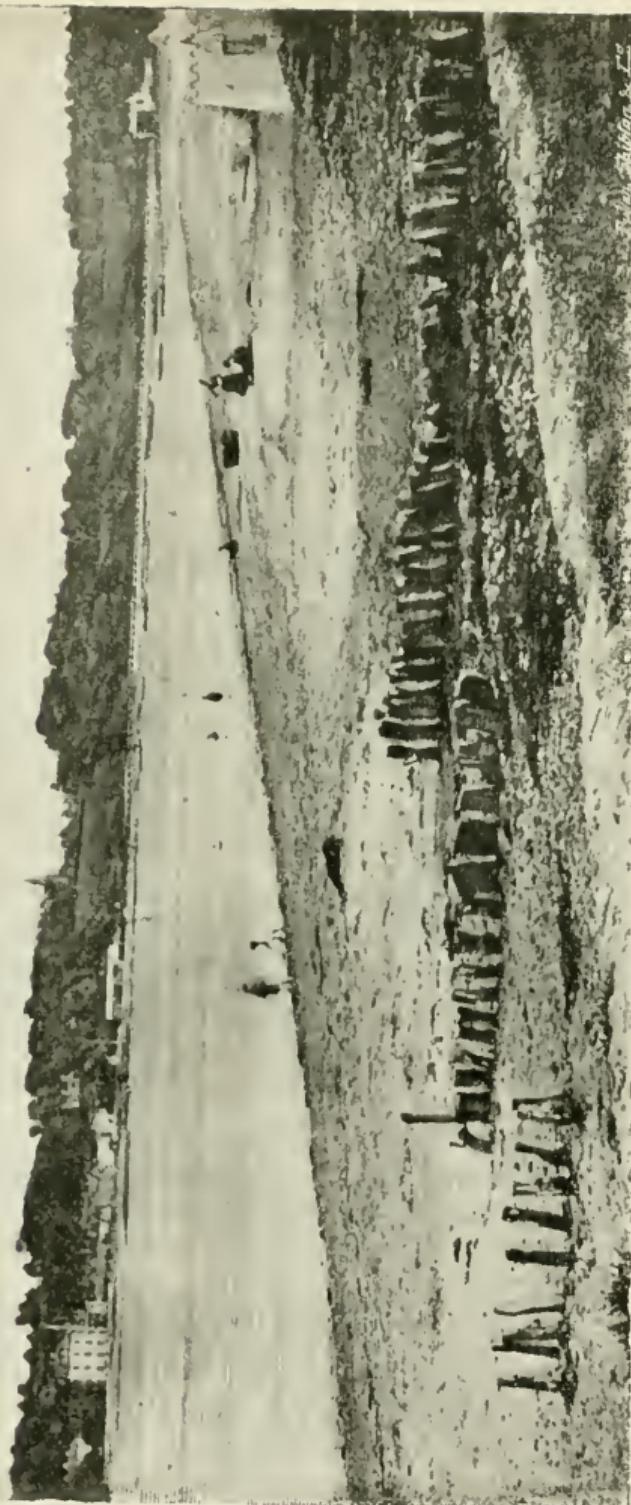
**Climate.**—See p. 16.

**Places of Worship**, with hours of service on Sundays:—

*Holy Trinity Church*—11.0 and 6.30. | *Wesleyan*—10.30 and 6.0.

We have already said something of the characteristics of this unconventional spot. Notice the shops with their quaint stores of seafaring goods, and the simple white-fronted cottages of the old village. Villas of modern type are springing up in several directions, but more eloquent of the changes brought upon a place by increased facilities of access is the large hotel, the *Royal Spithead*, which owes much of its prosperity to the adjacent golf links. The road by the station in the direction of the causeway is private property, and cannot be followed. A small jetty affords accommodation, except at very low water, to the steamers which ply during the summer months to Sea View and the mainland. Bembridge is a place dear to yachtsmen, and a number of trim vessels may generally be seen in the harbour. Indeed, during the season the casual visitor may find some difficulty in hiring a sailing boat, as many of the best are let for the term. The Bembridge Sailing Club, the membership of which is nearly four hundred, have a handsome clubhouse near the station.

The village may be described as having two sea-fronts, and some of the more favourably situated houses command sea views in three directions. Following the rough beach by the hotel round what is known as **Bembridge Point**, we come to a narrow strip of sand and shingle, backed by a belt of foliage. This is the bathing quarter, and very picturesque the multi-coloured tents look against the dark green trees. Here, as at Sea View, the bathing machine is tabooed, but something might be done to improve the appearance of the bathing-sheds. A few seats are scattered about the woodland. Near the bathing tents a shady lane, lined with acacias and beeches, and known as **Ducie Avenue**, runs inland for about a quarter of a mile. This



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BEMBRIDGE, FROM ST. HELEN'S.

[Regate.

is one of the beauty-spots of Bembridge, and has been often photographed and painted. In the private grounds on either side are some fine cedars and firs. Looking back one seems to stand in a leafy telescope, the sea at the bottom passably resembling the object-lens.

The *Church* will be seen on rising ground overlooking the railway station. From the road leading up to it, a good view is to be had across the harbour to St. Helen's, with its pretty villas peeping out among the trees. Dating only from 1845, the church presents little of interest to the tourist. The tower contains a clock, and is surmounted by a well-proportioned spire.

We have it on the authority of a native boatman that Bembridge is so healthy that people never die—they simply “dry up” with old age.

Several interesting walks may be taken from the village. The best is to **White Cliff Bay**, a secluded spot under the shadow of the white cliff known as the *Culver*. It is not advisable to follow the beach too closely, as the path is rough and after recent rain almost impassable. Where the road from the station joins *Ducie Avenue* a footpath turns southward and leads past *East Cliff Lodge* and *Tyne Hall* to the hamlet of *Lane End*, a little beyond which is the **Foreland**, the eastern extremity of the Isle of Wight, as the Foreland familiar to Margate trippers is of Kent. Here is a coastguard station and a tiny fishing hamlet. The Bembridge Ledge, a low reef of rocks jutting far out to sea, makes this part of the coast very dangerous. Continuing along the path at the top of the cliff we reach, at a distance of rather more than a mile from the Foreland,

### White Cliff Bay,

undeservedly neglected by tourists, but familiar to geologists on account of the clearly perceptible junction of the chalk with the tertiary strata. In fact, were it not for the overgrowth of vegetation which obscures many of the beds, the bay would be as famous for its coloured cliffs as Alum Bay (*see* p. 158), the strata being very similar, and

forming undoubtedly part of a band running from one end of the Island to the other. The shore is broken, and fossils, though not so numerous as is sometimes stated, may be found by those who know where to look for them, more particularly in the limestone and marls. The ascent from the bay to the cliff above is made by a narrow, winding track alongside a hedge-row, and is a pretty stiff climb. There is a very powerful masked fort close by. The guns rise, fire, and disappear into a huge pit, but the battery cannot be seen from the sea.

Those with time to spare should certainly breast—

### Bembridge Down

(343 feet) for the sake of the view, hardly equalled in the island, unless it be at Freshwater. The twin towns of Sandown and Shanklin, and the spacious bay in which they stand, terminated at the other extremity by bluff Dunnose, are seen to special advantage. A conspicuous object near the Fort is the **Yarborough Obelisk**, erected by members of the Royal Yacht Squadron in memory of the first earl of that name, to whose initiative the club owes its existence. Originally it stood on the very brow of the Down, but was moved a little lower to make room for the fort. A more recent addition is a Marconi wireless telegraphy station.

### The Culver Cliff,

above which we stand, is the most notable feature in any view of Sandown Bay. Seen at a distance, say from the high ground beyond Shanklin, it is strikingly beautiful, especially when the sunlight catches it. Many more or less fanciful derivations have been given of the name, that of Mr. Jenkinson being one of the likeliest. "The word is without doubt derived from the Anglo-Saxon word *cofa*, a cave or cove, hence the *cofa*, corrupted into Culver Cliffs—the cliffs by the cove. We find the same word amongst the mountains of the English Lake District, in Cofa Pike, Calva Pike, &c." Other authorities contend that the word is derived from the Anglo-Saxon *culfre*, a dove. The cliff

used to be a favourite haunt of pigeons. It was also at one time famous for a breed of hawks, of so valuable a strain that in 1564 Queen Elizabeth issued a warrant directing Richard Worsley, the then Captain of the Wight, to make diligent search after "some that had been stolen, and for the person faultie of this stealth and presumptuous attempt." There is a small cavern, about forty feet from the top, called the **Hermit's Hole**, the path to which is narrow and dangerous. The face of the cliff is curiously striated, bands of flints intersecting the chalk. There is a fine description of the view from near this point in Leigh Richmond's *The Negro Servant*.

The return to Bembridge can be made by striking inland east of the fort. At a distance of about a mile from the sea the somewhat devious main road between Yaverland and Bembridge is gained, near Bembridge Farm. At the fork a little beyond the farm bear to the left, and presently rightward through Steyne Wood to Bembridge Cross. At cross-roads turn to left, and then the first on the right leads past the wall of *Bembridge Lodge* to the village. This is a round of something like six miles, but will almost certainly seem longer.

The **Centurion's Copse**, often alluded to in descriptions of Bembridge, is reached by a lane running westward from the return road referred to above, about half a mile west of Bembridge Farm. At the west side of the copse stood St. Urien's Chapel, apparently a small oratory, of which only a few stones can now be traced. The place is unimportant in itself, but the name has given rise to a curious discussion, some people arguing that because Roman remains have been found in the neighbourhood the saint's name is an obvious corruption of the word Centurion. But as the Rev. E. Boucher James, in his interesting *Letters relating to the Isle of Wight*, has conclusively shown, there was a St. Urien, a Breton prelate of the eighth century, and as foreign monastic establishments were then, as they are again becoming, common in the Island, it is more than probable that his fame had been carried across the seas and that the chapel was named after him.

## BRADING.

**Inns.**—*Bugle, Red Lion, &c.*

**Places of Worship**, with the hours of service on Sundays:—

<i>Parish Church</i> —11.0 and 6.30.	<i>Congregational</i> —10.30 and 6.0.
<i>Bible Christian</i> —10.30 and 6.0.	

Brading may be visited with equal ease from Bembridge, Ryde, or Sandown. It is also on the direct coach route between the last-named places. Chiefly interesting to the visitor on account of the contrast it presents to the vigorous sea-coast towns around it, "Ye Kynge's Towne of Brading" boasts a very respectable antiquity, and is probably the oldest town in the Island. The creeks, such as Brading haven once was, and as the mouth of the Medina, the Newtown river, and the Western Yar now are, seem to have been the favourite sites for town building in ages when people thought it necessary to keep away from the sea for the benefit of their health, or were afraid to build too near it lest piratical Frenchmen should be tempted to visit them. These semi-inland towns were inaccessible to large fleets except at high water, while their inhabitants could make dexterous use of favouring tides for their own fishing and commerce. Brading can point with pride to a charter of Edward VI., which refers explicitly to long-existing earlier charters. It enjoyed for many years the doubtful privilege of returning two members to Parliament, though no evidence exists as to the truth of the tradition that the burgesses, finding the payment of fourpence per diem to each of their representatives too great a burden, petitioned for the disfranchisement of the borough. It is now, alas! shorn of both parliamentary and municipal honours, and a prosaic parish council cares for its pump and whatever other property it may possess.

Brading's one and only street straggles up a steepish hill to the church. The doorways are mostly flush with the pavement, and afford every convenience for friendly gossip. If the coaches would only keep away, Brading would go to sleep very comfortably. In an open space half-way up the street, where the road from the station joins, is fixed

the **Bull Ring**, a massive ring of iron, reminiscent of the days when bull-baiting was a favourite national pastime. Here the poor animal was fastened, while the dogs, encouraged by the populace, "went for him." According to



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[Kilburn.

BRADING CHURCH AND TOWN HALL.

the Oglander MS., "it was the custom from time immemorial for the Governor of the Isle of Wight to give five guineas to buy a bull to be baited and given to the poor. The mayor and corporation attended at the bull-ring in

their regalia, with mace-bearers and constables ; and after proclamation, a dog called the Mayor's dog, ornamented with ribbons, was in their presence set at the bull."

Next to the churchyard is a restored building (1875), which is still called by courtesy the **Town Hall**, though the name sounds oddly to those who are accustomed to the gorgeous piles so designated elsewhere. In the enclosed space, or market-place beneath, where one would expect to see a greengrocer's stall, are preserved the old stocks and whipping-post. There is a reading-room and library above. A **Public Hall**, for concerts, entertainments, &c., has recently been erected, at a cost of £1,700.

The **Church**, much restored, is the oldest and, in the opinion of many, the most interesting in the Island. From the exterior one would never judge it to be so old as it is. St. Wilfrid, the Romanising Archbishop who figures so prominently in the ecclesiastical history of the seventh century, is believed to have founded a church on the site during his missionary days. The present building is of Transitional-Norman architecture, the tower and chancel Early English. The solid pillars of the nave were restored in 1865. The monuments are of more than ordinary interest. There is an effigy in plate armour of *Sir John Cherowin* (d. 1441), Constable of Porchester Castle, with an elaborate canopy above. At the chancel termination of the south aisle is the **Oglander Chapel**, with a number of tombs of that famous Island family, whose seat and park, *Nunwell*, stands at the foot of Brading Down. Roger de Orglandes, the founder, came over with the Conqueror, and his family is found at Nunwell as early as the time of Henry I. For eight hundred years the property was held in direct descent, the last baronet, Sir Henry, dying in 1874, and his widow in 1894. The Sir John Oglander of the time of the Civil War enjoyed, somewhat to his own disadvantage, the confidence of Charles I., and it was apparently from a mistaken notion that Oglander would be able to protect him that the unhappy monarch chose the Isle of Wight as a retreat when he fled from Hampton

Court. Sir John's MS. diary of that eventful period has been largely drawn upon by historians. A rather poor effigy, at the east end of the chapel, commemorates him.

In 1898 a memorial brass tablet, which tells its own tale, was placed in the church :

"To the memory of the Rev. Legh Richmond, M.A.,  
of Trinity Coll., Cambridge,  
Rector of Turvey, Beds,  
and Chaplain to H.R.H. the Duke of Kent.  
He began his ministry by acting  
as curate-in-charge at Brading  
and Yaverland from 1797 to 1805.  
He has left the record of his faithful  
and loving care for the people of Brading  
in the history of Jane, the Young Cottager  
The story is one of a volume entitled  
The Annals of the Poor, including  
The Dairyman's Daughter, which was translated  
into five foreign languages,  
besides having a wide circulation  
in England, Scotland, and America.  
These short and simple Annals of the Poor  
are remarkable for the graceful descriptions  
of the beautiful scenery of the Isle of Wight,  
and the vivid reality of the characters portrayed.  
This Tablet  
was placed in Brading Church  
with the consent of the Rev. E. Summers, B.D.,  
Vicar and Rural Dean,  
by Legh Richmond's descendants  
of the second, third, and fourth generations."

Most people when at Brading visit the cottage and grave of the "Little Jane" referred to in the tablet. The grave will be easily found by the path near the east end of the church. The quaint thatched cottage stands in a lane to the right of the high-road, and will be recognised without difficulty by means of our illustration (p. 74). But the inquiring tourist will probably ask, Who on earth was "Little Jane"? Frankly, we doubt whether one person in three who reads her well-preserved epitaph has the remotest notion. No book that we have seen more than hints at the awful truth that Jane was really a most ordinary little girl, who had the good fortune to say her catechism to the satisfaction of a talented evangelical clergyman. The author of the at one time widely read *Annals of the*

Poor was a literary artist of no mean order, whose work can be read with a pleasure which is altogether wanting in most productions of the kind. While curate in charge at Brading and Yaverland, Richmond formed a class for scriptural instruction, and little Jane, showing more proficiency than other girls in the gentle art of committing to memory the verses from tombstones, quickly commended herself. She appears to have been of a most sweet and lovable



J. Milman Brown.

Shanklin.

THE OGLANDER CHAPEL, BRADING.

disposition, but shared the common fate of good people in being misunderstood and sneered at by her parents and companions. She was suddenly called away, at the age of fifteen, and Richmond's tender and pathetic narrative of her conversion and early death conferred upon her a posthumous fame at which probably no one would be more surprised than herself.

Close by is the tomb of Mrs. Ann Berry, with the familiar lines, "Forgive, blest shade, the tributary tear."

Brading has of late years catered to some extent for summer visitors. A number of modern terraces and villas have sprung up, and others will doubtless ere long rob the place of that air of antiquity which is at present its chief charm. For those who love the Downs, no better centre could be found. After climbing Brading Down, one can walk over Ashey, Mersley, Arreton, and St. George's Down to Blackwater, rarely at a less elevation than three hundred feet, and often considerably over four hundred. On both sides of the range are railway lines, either of which can be utilised to vary the return journey.

### The Roman Villa.

*(Admission 1/-, children half-price. Mondays, 6d. only.)*

This is at Morton Farm, just beyond Yarbridge, on the road to Sandown. The coaches from Ryde frequently stop to allow visitors who wish to visit this miniature Pompeii to do so. From Brading station take the road to the Bull-ring. Thence to the left (turning one's back, that is, to the church) and follow the road southward, past the school and Congregational Church, to a direction-post half way down the hill. Here turn rightward along a cart-track, with high banks on either side. You shortly pass a chalk-quarry on right, and a hundred yards or so further, some steps on the left lead up to a field-path. Keep to left, skirting a hedge, until the tarred sheds which cover the remains are in sight. Or, from Brading station, you may simply turn into Sandown Road, and keep straight on to Morton House. Persons coming from Sandown turn off to left opposite Morton House (direction-post).

It is remarkable that, notwithstanding the clear historical evidence as to the Roman occupation of the Isle of Wight (to them Vectis), no remains attesting their presence were discovered until quite recently. Writing in 1816, Englefield says, "Of the Romans there is not a vestige in the island." Remains have since been brought to light at Carisbrooke, Newport, Gurnard Bay, and elsewhere, but

*J. Milman Brown.**[Shanklin.*

## LITTLE JANE'S COTTAGE, BRADING.

the villa near Brading is by far the most extensive and interesting. The discovery dates from 1880, and everything points to the conclusion that the house was by no means a solitary one, but the centre of a considerable settlement, readily accessible from what was then Brading Haven. The owner must have been a person of importance, but all endeavours to trace his identity have so far proved futile.

Judging by the coins, the villa continued in occupation until well on in the fifth century.

The precious remains must, of course, be preserved at all costs, but the visitor who is not an enthusiast in such matters is apt to be somewhat depressed by the forbidding and inartistic sheds which now disfigure the site. Could not glass be used?

It is not necessary for us to give an elaborate description of the villa. The ordinary sightseer will prefer the free use of his eyes, while the learned will probably procure the shilling *Guide* to the villa by Messrs. J. E. and F. G. Hilton-Price, who superintended the excavations. The well-preserved mosaic pavements are perhaps the most interesting feature. One in the south-west corner of the principal chamber (No. 12) is admirably worked in small tesserae of different colours. It shows a dancing girl, *sallatrix*, and a male figure, whose costume excites more interest than his features. In addition to the conventional skirted tunic, he has "donned the breeks," otherwise the *braccae*, or trousers, which, according to our authority, were very unusual in those days. One does not look for piratical customs in such a place, but visitors must be prepared to "walk the plank" with frequency, boards being laid across the mosaics to prevent injury from hob-nailed and other boots. The *Museum* contains numerous antiquities in bronze, iron, bone, &c., also pottery, glass, and tiles.





*J. Milman Brown,*

[Shanklin.]

THE OLD VILLAGE, SHANKLIN

B & C

### SECTION III.

#### SANDOWN AND SHANKLIN.

**S**HE praises of Sandown Bay have been so often sung that we need say little. Along the whole of the South Coast it has few equals, probably no superiors. Like some thousand other bays, it has suffered from being compared to the Bay of Naples, to which it has only the remotest resemblance. It may safely be said, however, that along the whole sweep of coastline from Culver to Dunnose (say six miles) there is hardly a spot that is not beautiful. Viewed from the north or from the south, from the inland Downs or from the sea, the only applicable adjective is still beautiful. Perhaps the best point of view is an open boat in the middle of the bay. There the whole curve can be seen. To the extreme right is the fort-crowned Bembridge Down,

with its glistening chalk-cliff ; then, by way of contrast, the much lower Red Cliff (also with its fort), sloping gradually to the flat shore of Sandown. South of Sandown, the cliffs rise again, and a solid wall of greensand is presented as far as Shanklin. A spire or two just visible over the top of the cliff, the pier, and a row of houses facing the sea, are all the indications that town gives of its presence. Then comes the foliage-lined Chine, another wall of precipitous greensand cliffs, Luccombe Bay and Chine, bluff Dunnose, and, if one ventures sufficiently far out, and the day be clear, a glimpse may be had round the headland of Ventnor and its pier.

The twin towns of Sandown and Shanklin share this bay between them. It is not for us to adjudicate the claims which each makes for pre-eminence. There is every indication that their rivalry will one day cease by the simple process of amalgamation. Lake, half-way between them, already affords a link, and it will soon be difficult for the stranger to say where Sandown ceases and Shanklin begins. For those with children we should say that Sandown is decidedly the better centre, as there are no cliffs to descend in order to reach the sands ; but for natural beauty the palm must be given to Shanklin.

## SANDOWN.

### Amusements :

*Bathing and Boating*—excellent. Better cannot be had. Bathing tickets 6d. each, 3/6 dozen.

*Cycling.* Fair roads (see p. 90).

*Cricket Ground at Lake.*

*Coaching.* The coaches generally start at top of High Street, calling at Sandown Hotel, &c. The following are the usual routes :—

To Ventnor, Blackgang Chine, and Godshill, 5/-.

To Whippingham, Osborne, and East and West Cowes, 5/-.

To Ryde, Haven Street, Newport, and Carisbrooke, 4/-.

Special afternoon excursions to Sea View, Godshill, Ventnor, Ryde, and Bembridge, 2/6 each route.

*Golf Links*, Lake and Blackpan Common (18 holes).

*Steamer trips.* Vessels call regularly in summer on their way round the Island, and Shanklin, Ventnor, and other places can thus be easily visited by water. There are also trips to Southsea, and to Bournemouth, Brighton, &c.

*Climate.*—See p. 16.

*Clubs.*—Conservative and Liberal, tennis, and other clubs.

*Hotels.*—*Ocean*, Sandown, *Royal Pier*, *Seagrove*, and *Child's* (private), all facing sea ; *Railway*, near station ; *York*, *Wilkes' Road* ; *Commercial*, Bridger Street. For Tariffs, see Introduction.

*Newspapers.*—*Isle of Wight Chronicle* and *Sandown Visitors' List*, Thursdays, 1d. London dailies generally obtainable about 10.0 a.m.

**Places of Worship**, with hours of service on Sundays.—

*Christ Church* 11.0, 3.0, and 6.30.      *Baptist, Bible Christian, Congregational, Primitive Methodist, and Wesleyan* —all at 11.0 and 6.30.  
*St. John's Church* 11.0 and 6.30.

**Population** (1901)—5,006. Death-rate, exclusive of visitors, averaged during five years, 8.9.

**Post Office** in Bridger Street.

**Railway Station**.—Half a mile from sea. Junction of Isle of Wight and Isle of Wight Central Railways. Hotel 'buses and cabs meet all trains.

**Restaurants**.—*Royal Pier Hotel, Child's, &c.*

It is an uninteresting walk of something like half a mile from the station to the sea-front. On the way the **Odd-fellows' Hall** (erected 1885) is passed. Some of the characteristic emblems of the fraternity adorn the front. The **Esplanade** is entered a little north of the pier. It has recently been extended in the direction of the Culver Cliff. Sandown has reason to be proud of its three-quarters of a mile promenade. The sea at low tide recedes so far that one would not suppose a strong sea-wall necessary to resist its encroachments, but the local authorities have good reason to think otherwise, and have built accordingly. During the season the pavement is thronged with light-hearted holiday-makers, and cyclists of the "butterfly" or stay-at-home order find the well-kept roadway a great convenience. The **Pier** (*loll one penny*) juts out for nearly a thousand feet, having been lengthened and improved in 1895, at a cost of £13,000. Some convenient shelters have since been added. From the seaward end an excellent view of the town and bay is obtained. The landing-stage is available for steamers at all states of the tide. The pretty **Pavilion**, in which band performances and concerts are given, will seat four hundred persons. *Bathing* is allowed from the pier-head from 6.0 to 1.0 p.m., Sundays 8.0 to 10.0 a.m. Full bathing costume must be worn after 10.0. There is a good swimming club, open to visitors.

Indeed, at Sandown it is rather hard to get away from this subject of bathing. It is the pride and glory of the place. As a local "poet" charmingly puts it :

"Though other towns may boast,  
 Attractions deemed as fair,  
 For bathing none on Vectis coast  
 With Sandown can compare."

*There, all may have the joy,  
In water pure to lave ;  
There, nought is suffered to alloy  
The clear, refreshing wave."*

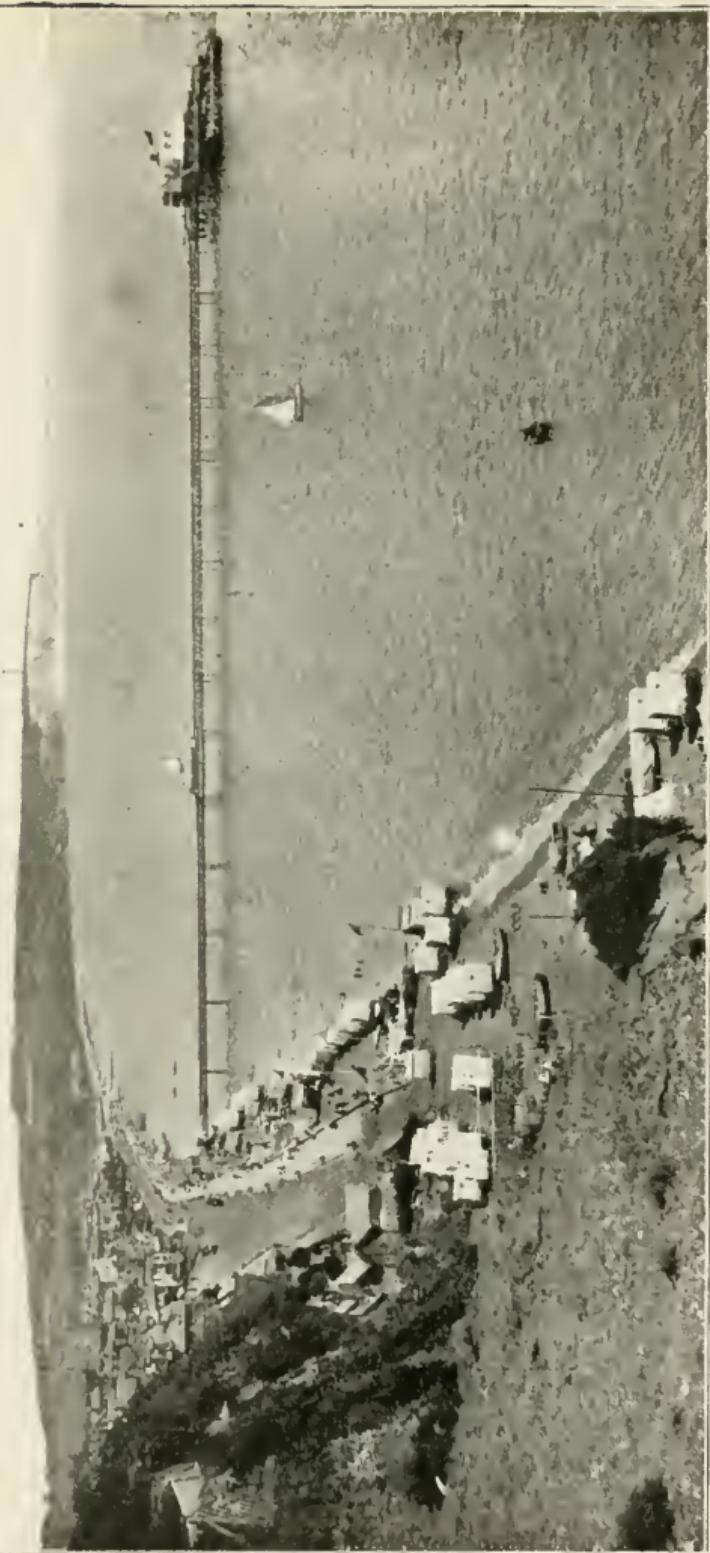
The metre is suggestive of Dr. Watts's hymns, but there can be no doubt as to the accuracy of the facts. The slope of the shore is so gradual that there is absolutely no danger, and there are no rocks or shingle to trouble the tender-footed. For the same reasons the boating is excellent, and even such frail craft as canoes can be navigated in perfect safety. When the tide is out, the sands are generally crowded with children, paddling and castle-building, or staring, open-mouthed, at the wonderful niggers. Sandown is, in fact, *par excellence*, the children's playground.

Other things of note along the Esplanade are the *Bandstand* (performances daily during season) and the pretty sheltered *Arcade* at the south end, near the winding path up the cliff. The arcade is a favourite spot for tea-parties, as the outlook over the sands and sea is uninterrupted. Some cosy public shelters adjoin. **HIGH STREET**, where the principal shops are situated, runs almost parallel with the shore, and some of the houses and hotels have entrances from both.

The hotel accommodation of the town is excellent, boarding-houses are plentiful, and there is no difficulty, except during the height of the season, in securing private apartments. The town is lit by means of electricity, the standards being of similar design to those at Shanklin and Ventnor.

The **Ocean Hotel** is one of the latest additions to the attractions of Sandown. It is a high-class establishment, combining the comfort and luxury of a large country house with the smartness and distinction of places like the Savoy or Prince's. It is much frequented by aristocratic visitors.

**Christ Church**, near the junction of High Street with Broadway, is the parish church, and dates from 1845, the site having been presented by Sir W. Oglander. The fine west doorway commemorates Sir Henry Oglander (1876), the last of that famous Island race (see p. 71). The lych-gate is copied from that at St. Martin's, Canterbury, which is sup-



[London.]

SANDOWN BAY.

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posed to be the oldest Christian edifice in England. In curious juxtaposition to the Saviour's beautiful words, "I am the Resurrection and the Life," is the inscription, "No dogs admitted."

In the churchyard are seven graves of men of the *Eurydice*. The inscription runs: "Sacred to the memory of seven brave men of Her Majesty's Navy, who lie buried here, after having first found a watery grave on Sunday, March 24, 1878, when H.M.S. *Eurydice* foundered in a terrific squall off Sandown Bay." The ill-fated vessel, while returning from a training cruise in the West Indies, with a crew of three hundred men and boys, was, when about two and a half miles from the shore, struck by a squall of great violence, and suddenly capsized and foundered. Only three survivors were picked up, and of these one died.

**St. John's** is at the other end of Sandown, and was opened in 1881. It is distinguished by the unusual proportionate height of the interior.

There are several handsome Nonconformist places of worship in the town.

**The Town Hall** is in Grafton Street, and contains, in addition to the District Council offices, a large hall in which entertainments are given. Part of the same block is occupied by the Fire Station.

The drinking fountain and electric lamp opposite the Sandown Hotel commemorate Queen Victoria's Jubilee.

**A Free Library** is about to be built, Mr. Carnegie having contributed £2,000, and the Lord Chief Justice having given a site.

There are a number of forts and barracks in the neighbourhood, equipped with powerful modern guns.

Sandown is a place of quite recent growth, and what little history it has centres mainly round the not very attractive personality of that notorious demagogue, John Wilkes. It was formerly known as Sandham. Wilkes's "villakin," in which he passed a considerable portion of his later days, is marked on old maps as Sandham Cottage, and stood on what was called "Royal Heath." The only other dwellings were fishermen's huts, though

then, as now, there was a fort close by. Wilkes Terrace marks the site of the politician's cottage, and his name is further preserved in Wilkes Road.

### EXCURSIONS FROM SANDOWN.

#### DISTANCES.

	Miles.		Miles.
Arreton . . . . .	5 $\frac{1}{4}$	Newport . . . . .	9 $\frac{1}{4}$
Bembridge . . . . .	5	Ryde . . . . .	6
Brading . . . . .	2	Shanklin . . . . .	2
Carisbrooke . . . . .	10	Shorwell . . . . .	11 $\frac{1}{2}$
Freshwater Bay . . . . .	20	Ventnor . . . . .	6
Godshill . . . . .	5 $\frac{1}{4}$	Yaverland . . . . .	1 $\frac{1}{4}$

If we except the cliff walks to Shanklin on the one hand and to Bembridge Down on the other, and the pretty inland strolls to Lake and Blackpan Commons, Alverstone and Adgestone, it cannot be said that the immediate neighbourhood of Sandown has much to offer the pedestrian. The range of Downs, commencing with Brading Down, is, however, within easy distance, say a mile and a half, and the Shanklin Downs, leading to Wroxall and Ventnor, are little more than two miles in the other direction. The railway facilities are so good that any part of the Island can be reached in an hour or so. Indeed, so far as railway travelling is concerned, Sandown makes perhaps an even better centre than Ryde. It is the junction of the two Island railways, and the head-quarters of the line from Ryde to Ventnor. By means of the "Central" it is placed in direct communication with Newport, Cowes, Freshwater, &c., while it is also within touch of the east coast resorts.

#### I.—TO SHANKLIN.

This is a delightful and invigorating tramp. Leave the Esplanade by the path beyond the Arcade. When the cliff top is gained, skirt the Battery on the landward side, and then follow the path along the cliff the whole distance. There are several gates and stiles, so that cycles and mail-carts must be left at home. The cliff is treacherous in places, and has more than once foundered; it is unwise, therefore, to go too near the edge. The view right along is superb. The bay lies at one's feet, and when, as frequently happens, hawthorn and other bushes obscure the view, the sea can

still be heard murmuring a hundred feet below. Close to the Battery a terrace of modern houses commanding delightful views is passed, and at a distance of about a mile the "Home of Rest" at Lake is reached. This is a fine block of buildings, and was opened by the Duke and Duchess of Connaught in 1893. Close by are the Sandown and Shanklin electric light works. Nearing Shanklin, the path is of a somewhat "up-and-down" order. A direction plate shows the way to the station, but it is better to keep straight on, the path shortly giving place to a well-made roadway, which conducts to the *Lift*, by means of which, or by the zigzag path close by, the sands can be gained. The *Chine* is at the south end of the beach.

If the tide is out, the return to Sandown can be made by the sands, but care is necessary, as although the places are so near, the walk takes longer than would be supposed.

Those who drive or cycle must perforce go by the high-road. This is a continuation of High Street, leaving the town by the Barracks, and after a sharp twist under the railway, continuing due south to—

### Lake.

This rising village has been described as "Lake-on-Sea," but that is exactly what it is not. With the exception of the Convalescent Home, it is scarcely seen from the sea, and an unobservant stranger might walk along the cliff top a dozen times without suspecting the existence of the place. The railway also intervenes. It is, however, an attractive spot, and is rapidly increasing in size. It will, doubtless, one day have a railway station of its own, the company having already provided a platform at which trains stop on the occasion of matches in the neighbouring Cricket Ground, the head-quarters of Isle of Wight cricket. This ground, in addition to a number of excellent pitches, contains a cindered cycling track, tennis courts, &c. There is a small *Church* at Lake, the foundation stone of which was laid by the Bishop of Winchester in July, 1892, and the village also contains a reading-room. At Little Stair's Point a descent can be made from the cliff to the sands.

Continuing through Lake, the main road is followed until High Street, Shanklin, is reached. The *Chine* can be entered from a turning on the left (Crab Hotel at corner).

## II.—TO ROMAN VILLA, YARBRIDGE, AND BRADING.

Few directions are necessary. Leave the Esplanade at north end by Sandown Hotel. Turn to left (Avenue Road), and after passing under railway bridge turn rightward, and over the river *Yar*, continuing by straight road to **Morton Farm**. Here a small sign-post on left directs to **Roman Villa** (see pp. 74-6). Leave the villa by the field-path for Brading (indicated the reverse way on p. 75), or keep straight on at the direction-post there mentioned, pass by Yarbridge and over the railway bridge, returning to Sandown by way of Yaverland. (See below.)

### Yarbridge.

This little village is sometimes confused with its near neighbour, Yaverland. The origin of the name is obvious enough. There was at one time neither bridge nor causeway over the *Yar*, and the good people of Yaverland, having sometimes to attend Brading parish church, were frequently deterred by floods and swamps. In Froude's *History* an account is given of a sanguinary fight near Yarbridge in 1545, when a band of French invaders were driven back by the stont-hearted islanders. Very fair angling is to be had in the river, which is well stocked with trout. Permission must be applied for at the *Anglers' Inn*.

A steep ascent from the bridge (turn to right) leads in half a mile to—

### Yaverland,

on the southern slope of Beaminster Down. A cluster of cottages, a small church, and a Jacobean manor house make up the village. The Russells, progenitors of the present noble house of Bedford, once loomed large in the locality. The **Church** (Sunday services, in summer, 11.0 and 6.30; winter, 11.0 and 4.0) was restored and added to in 1888, but much of it dates from the twelfth century. The south porch is modern, but the doorway itself is very

ancient. The Norman chancel-arch is perhaps the most interesting feature.

Yaverland was always a kind of dependency of Brading, as witness a curious extract from the Oglander MS. :

"The Parishioners buried at Bradinge and received ye communion there. At Christmas and Easter ye P'son of Yaverland wase enjoined to come with his whole p'risch, and to administer ye cupp ; he wase to read ye first lesson, to fynde 2 boade of straw yerely to laye in ye seates, 6 lb. of candels, and



F. N. Broderick.]

[Ryde

YAVERLAND CHURCH.

10s. yerely in moneyes and to acknowledge Bradinge for theyre mother church."

The **Manor House** (next the church), with its gabled front, is now used as a farmhouse, and can only be viewed by permission of the tenant.

**Bembridge Down** (see p. 67) can be easily ascended, and by turning leftward at the fort, the walk or drive can be extended to Bembridge. To regain Sandown from Yaver-

land, keep on past the church until the coast is reached near the lower fort.

Needless to add, the walk may be commenced the other way from Sandown by following the coast and bending inland at the fort for Yaverland.

It is also a delightful walk to follow the coast right up to the Culvers, and then drop down to Whitecliff Bay (see p. 66).

### III.—SANDOWN TO NEWPORT BY RAIL.

By means of this short line all the places of interest inland from Sandown can be easily reached. The first portion of the route follows the course of the Yar, skirting the southern slope of the range of Downs which runs from Brading to the valley of the Medina. Some of the views obtained in passing are very pretty. From each station on the line there is a more or less direct road to the summit of the Downs. The line is a single one only, and the wayside stations are amusingly diminutive. The speed is by no means excessive—indeed the journey has most of the advantages, if one may so put it, of a coach-ride, and is decidedly less expensive. With few exceptions, the trains will stop at any station, whether timed to do so or not, if the guard is spoken to on the subject.

#### Alverstone,

the first station reached, is a pretty spot famous for its wild flowers. Lord Alverstone, the present Lord Chief Justice of England, takes his title from the place. As Sir Richard Webster he for many years represented the Isle of Wight in Parliament. A wooded knoll about half a mile south of the station is known as **Queen's Bower**, from a tradition that Isabella de Fortibus, Lady of the Wight, had a hunting lodge here in what was then the extensive forest of Borthwood, now little more than a copse. A circuitous walk back to Sandown can be had from this spot. A capital return walk to Sandown can also be had by turning to the north and east from Alverstone station, by way of **Alverstone Lynch**, noted for nightingales, and across to the Waterworks and Lake Common.

### Newchurch.

This parish, though small at present, once stretched right across the Island, and included within its boundaries both Ryde and Ventnor. The **Church**, the 800th anniversary of the foundation of which was celebrated in 1887, is very plain. A quaint epitaph on Richard Forward, "Vestry clerk 54 years, parish schoolmaster 53 years, and church clerk 24 years," runs as follows :

"In yonder sacred pile his voice was wont to sound,  
And now his body rests beneath the hallowed ground.  
He taught the peasant boy to read and use the pen ;  
His earthly toils are o'er—he's cry'd his last *Amen*."

The village, with its thatched cottages and luxuriant flower-gardens, has an attractive appearance. The top of **Mersley Down** (413 feet) can be gained by the road running north from the station.

**Horrington**, the next station, is about a mile from—

### Arreton,

where lived the "Dairyman's Daughter" of **Leigh Richmond's Annals**. Again we are tempted to ask, as at **Brading** (p. 72), how many of the hundreds who come by cycle, coach, and rail, have the faintest idea of the life story of this excellent young woman? She was in service at **Knighton**, on the slope of **Ashey Down**, in what **Englefield** described as "by far the most considerable and beautiful of the ancient mansions of the island." It was pulled down in 1820. **Elizabeth Wallbridge** so appreciated **Richmond's** kindness in conducting the funeral of her sister, though she was not of his parish, that she commenced a correspondence, from which a warm mutual regard ensued. She died, after a lingering illness, in 1801, aged 31. Her grave is to be found in the churchyard to the north-east of the church. Her sister's grave adjoins.

The cottage in which dwelt the comparatively unimportant father of the "Dairyman's Daughter," lies to the south of the railway, opposite a chapel on the right of the road at **Hale Common**. Those who wish to see it should therefore turn *left* at the station before going up **Arreton Street**, with its straggling cottages, to the church. Though

restored in 1886, the work was so carefully done that the Church is still full of interest to the archaeologist. It was one of the six Island churches given by Wm. FitzOsborn to the monks of Lire Abbey, in Normandy, and is mentioned in Domesday as belonging to them.

An ancient brass represents a man in plate armour, his feet upon a lion, with this inscription :

“ Here is y-buried under the grave  
Harry Hawles; his soule God save  
Long tyme steward of the yle of Wight,  
Have m'cy on hym, god full of myght.”



*J. Frith & Co. Ltd.*

*[Reigate.]*

ARRETON CHURCH.

The **Manor House** close by is another of those fine old Jacobean mansions for which the Island is remarkable. The porch bears date 1639, but the building is certainly older.

**Arreton Down** (444 feet) should certainly be ascended. A delightful and by no means fatiguing day's trip from Sandown would be to train to Horringford station, climb the Down, and follow the plain road eastward over Mersley, Ashey and Brading Downs to Brading, thence home by train.

The next stopping-place—

**Merstone,**

was until recently an unimportant wayside station, but is now, owing to the opening of the new line to Ventnor, an important junction, with a spick and span stationmaster's house, and several commodious platforms. It is an interesting run through Godshill and Whitwell to St. Lawrence and Ventnor, but as the line is described the reverse way on pp. 141-3, it is not necessary to say more of it here. Merstone also boasts its **Manor House**, situated on the road to Blackwater, which runs parallel to the railway (right-hand).

**Blackwater** and **Shide** are picturesque and rustic, but contain nothing requiring description, although the lofty Downs on either hand make this part of the run very interesting. Arreton can be reached from Blackwater as well as from Horringford.

Leaving Shide, we soon come in sight of **Newport** (see p. 188) with its red-slated roofs and unsightly coal wharves, and those who know where to look get a passing glimpse westward of Carisbrooke and its castle.

**Cycling Routes from Sandown.**

Several of the runs most likely to be taken from Sandown have already been described in the Ryde section and under Bembridge, so that it is only necessary to specify them. The mileages under this heading refer to outward journey only.

- I. To **Brading** and **Ryde** ( $6\frac{1}{4}$  miles). Described reverse way on p. 44.
- II. To **Bembridge**, **St. Helen's** and **Ryde** (11 miles). See p. 44.
- III. To **Shanklin** and **Ventnor** ( $6\frac{1}{4}$  miles). See p. 44.
- IV. To **Arreton** and **Newport** ( $9\frac{1}{2}$  miles). Proceed along High Street, past Barracks, and under railway to Lake. At Stag Inn turn to right and follow main road, at first due west, then north-west until railway is crossed at Horringford. Up hill to cross-roads a little past Arreton Church, then turn to left as if returning to railway, and in half mile to right, making towards Blackwater station, which you leave on the left. Follow course of railway and river Medina northward to Shide. Leftward over level crossing for one-third of a mile to cross-roads, turn sharp to right and proceed due north to Newport.

V. To **Godshill** (5 miles). To Lake as in IV. At *Stag Inn* turn to right along Newport Road as far as Apse Heath. At cross-roads turn to left for Whitley Bank, and at next cross-roads bear to right, through Sandford to Godshill. (For continuation to Chale Green, Shorwell, and Freshwater, *see* p. 107.)

## SHANKLIN.

### Amusements :

*Bathing*—excellent. “Mixed” bathing allowed.

*Boating*—excellent.

*Coaching*. The touts are not likely to allow visitors to remain in ignorance, but the principal routes may as well be mentioned:

To Blackgang, Carisbrooke and Newport, 5/-.

To Cowes, Osborne and Whippingham, 5/-.

To Freshwater Bay, *via* Godshill, Chale, Shorwell, Brixton and Brook, returning *via* Calbourne, Carisbrooke and Arreton, 7 6.

### Cricket Ground at Lake.

*Cycling*. Town and immediate neighbourhood hilly.

*Golf*. Links on Lake and Blackpan Common (18 holes).

*Steamers* to Ventnor, Ryde, Southsea, &c.

*Tennis Ground* at foot of Shanklin Down. (Turn up Grange Road from High Street.) There are also courts attached to the Shanklin Club on Cliff Promenade.

*Climate*.—*See* p. 16.

*Clubs*.—The Shanklin, Liberal, Conservative, Cricket and Athletic (County Ground), Swimming, Tennis, Rowing, &c.

*Hotels*.—*Hollier's*, Church Road; *Royal Spa*, Esplanade; *Daish's*, High Street; *Marine*, Station Road; *Madeira* and *Clarendon*, near Cliff; *Chine Inn*, at bottom of Chine; *Crab*, near top. Numerous Boarding Houses.

*Newspapers*.—(London) obtainable about 10.0 a.m. *Isle of Wight Guardian* (Friday), and *Shanklin Gazette*.

### Reading Room at Institute.

*Places of Worship*, with the hours of service on Sundays:—

*Old Church*—11.0 and 6.30.

*St. Saviour's-on-the-Cliff*—11.0, and 6.30.

*St. Paul's*, near Station—11.0 and 6.30.

*Bible Christian, Congregational, and*

*Wesleyan*—all at 11.0 and 6.30.

*Roman Catholic (Sacred Heart of Jesus)* 8.30, 10.30, and 6.30.

*Population* (1901).—4,533.

*Postal*.—There are two Post Offices, one in High Street near Daish's Hotel, the other on the Esplanade.

*Railway Station*.—N.W. of town. It is about one-third of a mile from the shops in High Street. Hotel omnibuses and cabs meet principal trains.

Of Shanklin it is impossible to speak without affection. Complaint has been made that the town is now overrun, that trippers come more often than is desirable, that its beauties are shorn, its glories departed. The statement is a calumny. “Leafy Shanklin” may have been, indeed has been, vastly overrated, but that affords no excuse for the present disposition in certain quarters to underrate it. Go where you will, you will find few prettier towns, none more happily

situated as regards outlook and surroundings. A town of villas—not the stereotyped patterns familiar to dwellers in suburban London, but tasteful erections that the eye dwells upon with pleasure, rarely exceeding two storeys in height, but spacious, airy, and surrounded by gardens where there is room for something more than a geranium-bed and an apology for a lawn. The very jerry builder seems here to have imbibed some sense of the loveliness of his surroundings, and to have repressed, so far as repression is possible, the instincts of his lower nature. It is not too much to say with Mr. Clement Scott, "There is no cool green corner in the island like Shanklin. Its wonderful variety, its woods and streams and brooks and picturesque houses, give it the prize unquestionably for beauty."

An instructive essay might be written on "The disadvantages of coming to a place by railway." How often it happens that either the last two or three miles of rail, or the approach to a town from the station, are calculated to give the worst possible impression. Brighton, Scarborough, and London itself are conspicuous examples. Coming from the station, Shanklin looks a very ordinary place; not worse, perhaps, but certainly not better than scores of other towns that might be mentioned. But when, after reaching the High Street, the visitor turns leftward by one of the devious and intricate roads that lead to the cliff, his first impression is at once dispelled. The beautiful bay, with here and there a white-sailed yacht, or far-away insect-like boat, and perhaps a passing steamer, bursts upon the view all at once, and rarely fails, when first seen, to evoke an exclamation of delight.

By far the greater portion of the town is built upon the cliff, at an elevation of from a hundred to a hundred and fifty feet above the sea. The cliff is a sheer perpendicular wall. At the north and south extremities of the town there are slopes, as easy as can be made, leading down to the Esplanade; but from the pretty, but far too narrow **Green**, which forms the most attractive portion of the Cliff Promenade, a zigzag flight of steps must be descended, or the hydraulic **Lift** (one penny) made use of. Near the

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SHANKLIN.

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top of the steps is a **Shelter**, commanding magnificent sea views. Lavatories adjoin.

### The Esplanade

is a kind of undercliff promenade and roadway, almost on a level with the sea. It has recently been extended, and is now more than half a mile long. The pavement has also been doubled in width. The promenade, with its tasteful shelters, makes a very agreeable lounge. At the north end, just under the cliff, is a free **Chalybeate Spring**, the utensils connected with which bear somewhat too convincing testimony to the mineral contents of the water.

The pretty **Clock Tower** near the pier was erected in 1899 in commemoration of Queen Victoria's Diamond Jubilee.

The sands are all that could be wished, and slope so gradually that bathing may be had at almost all states of the tide. This lower part of the town contains a number of lodging-houses, and one of the principal hotels, the **Royal Spa**, which boasts a chalybeate spring of its own, which, according to Worsley's *History*, was "discovered, analysed, and prescribed by Dr. Fraser, physician to Charles II., with much success." The water can be freely tasted. The adjoining **Baths**, constructed on the Continental principle, were opened in August, 1900, and are very popular.

### The Pier

(*Toll two pence*)

extends a sufficient distance to ensure an ample depth of water at the lowest tides, so that steamers can land and embark passengers at all hours. At the head is a **Pavilion** with a pretty stage, where concerts and other performances are given daily during the season.

### The Chine

(*Admission three pence*)

is of course Shanklin's greatest attraction. It can be entered either from the beach at the south end of the Esplanade, or from the middle of the town by a downward turning



*A. Debenham.*

*[Ryde.]*

SHANKLIN CHINE.

which leaves High Street at the Crab Hotel. The visitor is usually advised to enter from the beach and ascend, but personally we prefer to go down. The word *Chine* is derived from the Anglo-Saxon *cine*, a chink or fissure.\* Close to the old church (see p. 97) a land-spring takes its rise, and after winding through the beautiful grounds of Upper Chine House, crosses the road, and falls over a carefully placed flagstone at the head of the Chine proper. In wet weather a pretty cascade is formed, though ordinarily the stream is insignificant. We believe the local water-works are responsible for some of the depletion. The continual action of the water on the soft stone has in the course of years excavated a winding glen, which has become covered with underwood, tapering trees, and beautiful ferns, the latter naturally attaining great perfection in so suitable a spot. The Chine is about three hundred feet wide at its mouth, but gradually contracts to a few yards only. In parts the bare rock is exposed, with here and there a tiny plant or frond, in other places the foliage forms an unbroken canopy of glistening green. The path winds this way and that above the tiny stream, in one place crossing it by a pretty rustic bridge, beloved of artists. Near the bottom, a path on the right leads to an open spot, where seats are placed in such a way as to command an extensive view of the sea. The Chine is most appreciated on a fine summer day, when the cool shade and greenery afford a welcome relief to the glare and heat outside.

Supposing the exit to be made from the top, we notice next to the rustic toll-house a small chalybeate spring with an amusing request, comment upon which would be superfluous : "Oblige by not throwing the water back into the trough, as it makes the water thick."

Turning leftward we can walk along **Chine Hollow**, or **Avenue**, with its high banks and overhanging trees to

\* Spenser uses the verb "to chine" in the *Faerie Queene*—

"Where, biting deepe, so deadly it impress  
That quite it chyned his backe behind the sell."

**SHANKLIN, I.W.**

**CHANNEL VIEW PRIVATE HOTEL.**



V.P.C.

**FIRST-CLASS.** Beautifully Situated. Facing Sea. Full South Aspect.  
Replete with every Comfort. Heated throughout Winter. Baths (H. & C.).  
Moderate Terms.

**MRS. & MISSES PARSONS, PROPRIETRESSES.**

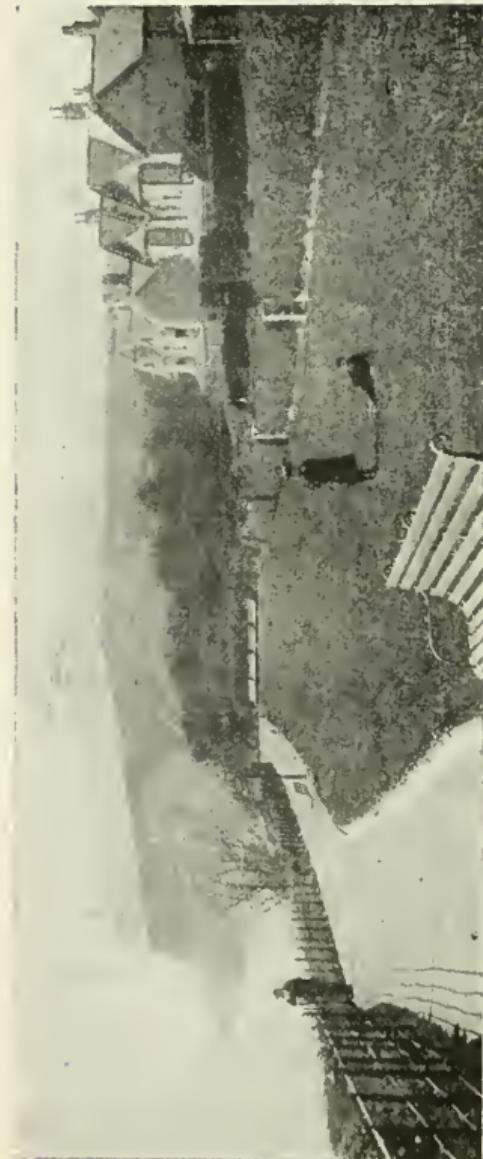


V.P.C.

# SHANKLIN.

# CLIFTON HOUSE.

*First-class Boarding Establishment.*



Beautifully Situated in its own Grounds facing the Sea, and is close to the celebrated Chine, also the Lift and Pier.

**LARGE DRAWING, DINING AND SMOKING ROOMS, BATHS (H. & C.).**

Table d'Hôte at Separate Tables. Excellent Cuisine. Moderate Terms.

**SPECIAL TERMS FOR WINTER MONTHS.**

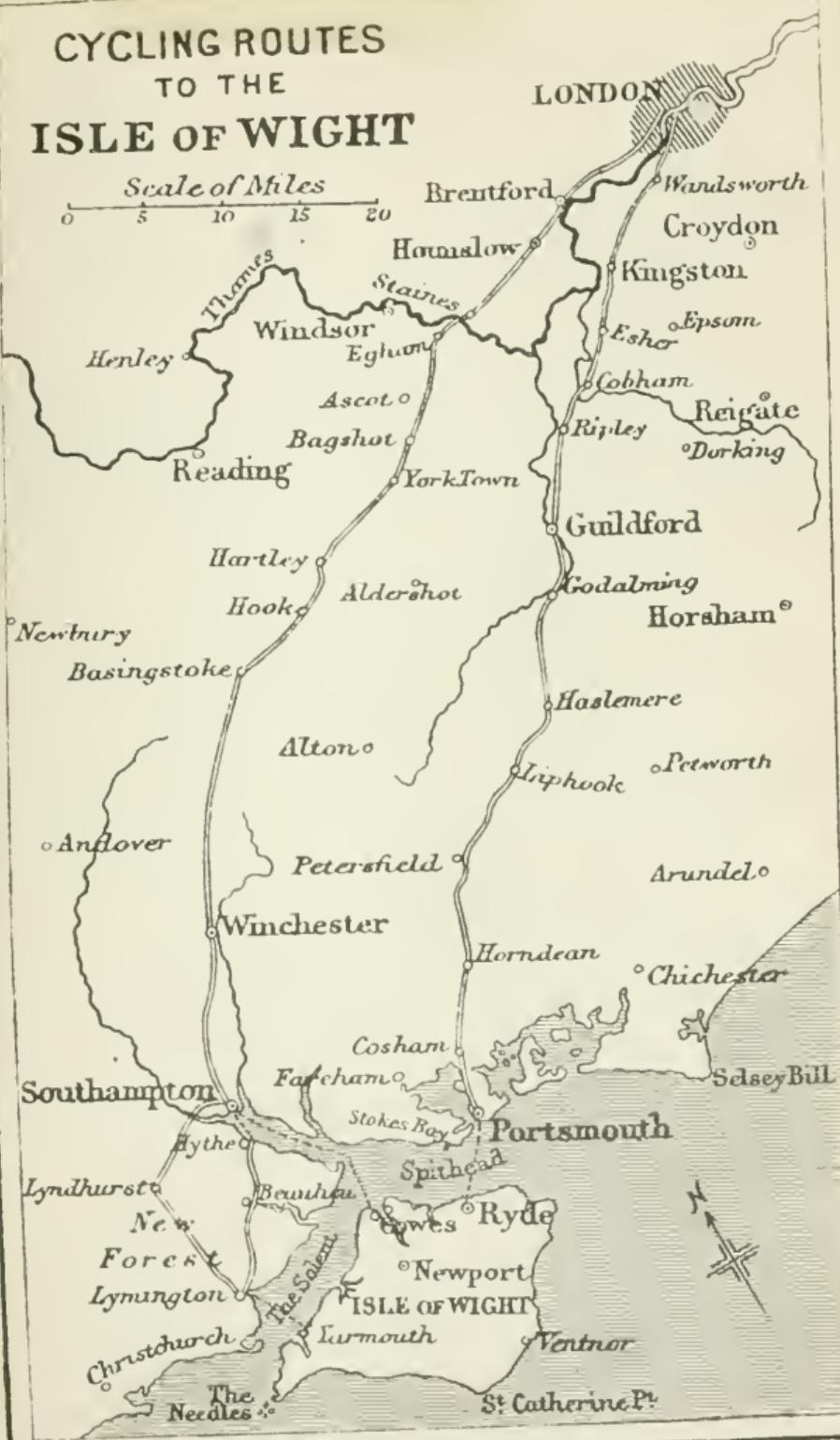
S. J. CLARK, Proprietor.

Also in connection with the CHINE INN HOTEL.

# CYCLING ROUTES TO THE ISLE OF WIGHT

Scale of Miles

0 5 10 15 20





the commencement of Luccombe Road, which presently gives place to a footpath leading to Luccombe Chine and the far-famed **Landslip** (see p. 100).

• The first turning on the left from Chine Avenue leads to a small enclosed part of the cliff, quite detached from the rest, where it is possible to sit in perfect quiet, enjoying meanwhile a delightful sea prospect. A long flight of steps leads to the sands below.

Turning to the right on leaving the Chine we come to the **Crab Hotel**, which boasts, with some reason, of being the prettiest in the island. At the corner is an unobtrusive **Fountain**, with a small shield emblazoned with the English and American flags, and bearing the following lines, written by Longfellow when visiting Shanklin in 1868 :

"O traveller stay thy weary feet ;  
Drink of this fountain, pure and sweet ;  
It flows for rich and poor the same.  
Then go thy way, remembering still  
The wayside well beneath the hill,  
The cup of water in His name."

On the other side of the road is **Hollier's Hotel**, where Longfellow stayed. We are now in what is by far the most picturesque part of Shanklin—

### The Old Village.

The thatched roofs and quaint white fronts of the Shanklin of days gone by have been wonderfully well preserved, and have a delightful atmosphere of rusticity. Continue up the hill for a few hundred yards, skirting the lovely grounds of **Upper Chine House**, with its clematis-covered stables, to—

### The Old Church,

which is at once a disappointment and a delight. Old as it is (there are remains of fourteenth century work), the much-restored edifice presents scarcely a feature of interest, and might be described without injustice as positively ugly ; but so beautiful is its situation that the mind would probably resent an architectural masterpiece as an absurd attempt to compete with Nature. Behind rise the green slopes of Shanklin Down. A little to the left a copse of giant ash-trees,

bordering the high-road, bends to the breeze, the rustling of the leaves, if the wind be at all high, drowning all other sound. In the churchyard itself are other trees, heavy many of them with age, and from some points of view almost concealing the dull, red-slated church. On the western side of the church there is a spot where the trees are parted, and through the opening we get a glimpse of the bay, with its far-away chalk cliffs—an almost perfect picture, set in a



H. U. Kirk &amp; Sons.]

[Cowes.

THE OLD CHURCH, SHANKLIN.  
(Autumn.)

framework of foliage. The handsome **Lyeh-Gate** is a memorial of the late Francis White Popham, lord of the manor. It was a quaint fancy to surmount the gate with a striking clock. Musing among the memorials of the dead, you are recalled with startling suddenness to life, and the flight of time, by a resonant bell proclaiming the hours. Close by is the **Manor House**; and near the road a pond, in which ducks and swans are generally floating, adds another touch of beauty to the scene.

Returning to the town, we ascend High Street, noticing on the left Daish's Hotel, famous in coaching circles, and on the right the Masonic Hall. A little beyond, a broad opening shows the Institute, a Grecian building with a somewhat dingy exterior. It contains a large hall, and a very comfortable reading-room. The Institute deserves to be appreciated, if only for the touching confidence it displays in man's sense of honour. The admission fee is one penny, which you are politely asked to place in the box on the mantelshelf.

HIGH STREET is the business quarter of Shanklin, and contains some fine shops.

St. Saviour's-on-the-Cliff is a handsome stone church, with a prominent tower and a melodious peal of eight bells.

Close by, and overlooking the Cliff Promenade, is the Shanklin Club, built in the bungalow style, and with a covered balcony, where members may sit and gossip and enjoy the sea views. It is bi-sexual as to membership.

St. Paul's Church, close to the station, has recently been added to, the foundation stone of the extension having been laid "as a commemoration of Queen Victoria's glorious reign of sixty years."

There are several Nonconformist places of worship, the Congregational Church being the most imposing. Its tower and spire rise to a height of seventy-five feet, and the clock is illuminated nightly at the public expense.

It remains only to add that the water supply of the town is excellent, and has recently been still further improved by utilising the springs of the neighbouring village of Wroxall. The streets are lit by electricity.

## EXCURSIONS FROM SHANKLIN.

### DISTANCES.

	Miles.		Miles.
Arreton . . . . .	5	Newport ( <i>via</i> Godshill) . . .	9
Brading . . . . .	4	Ryde . . . . .	8½
Cowes . . . . .	12	Sandown . . . . .	2
Godshill . . . . .	3½	Ventnor . . . . .	4
Newchurch ( <i>via</i> Lake) . . . .	6	Wroxall . . . . .	3½

Shanklin is perhaps the best centre in the Island

for the pedestrian. We can give a few useful hints and directions, but to do full justice to the beauties of this south-eastern corner of the Wight would require a separate volume. Some good cycling runs are to be had, but the best "bits" are only to be seen on foot.

#### I.—TO SANDOWN.

The cliff walk is described the reverse way on p. 83.

#### II.—THROUGH THE LANDSLIP TO VENTNOR.

Leave the town by High Street. At Crab Hotel turn down Chine Hollow to direction post. Of the three turnings, take the middle one, Lucombe Road (steep, fine houses on either side, and, as one gets higher, an excellent backward view of the town and bay). The road comes to an abrupt termination, and a gate on right admits to a foot-path, which leads to a house where refreshments are supplied. Shanklin is now lost to view, and we cross Lucombe Common by a rough and stony path, one hundred yards from the cliff. **Golf Links** have here been laid out. Wagtails and other wild birds will be seen, and occasionally a rabbit will scamper across the path. We presently reach a gate opening on to a road. Just under the path a stream falls ; this has been the prime agent in the formation of—

#### Lucombe Chine.

To see the chine turn seaward to where a stile gives on to a somewhat break-neck path leading to the bottom. The chine is vastly inferior to that of Shanklin, but is honourably distinguished amongst chines by there being no charge for admission.

Returning to our former path we pass through the gate and wind round a charmingly wooded dell, shortly reaching the commencement of—

#### The Landslip.

We are some two hundred feet above the sea, but to the right appears another rough cliff of equal or even greater height, with huge masses like ruined bastions leaning at various angles against the still unbroken range of which they

at one time formed part. The tangled brake on either side of the path is strewn with fragments of rock precipitated from the higher cliff, but Nature, "busy with her hand of healing," has clad the ruins in a garment of loveliness. Chasms, dells, slopes, and precipices, are alike



[F. Milman Brown.]

[Shanklin]

## A PEEP NEAR LUCCOMBE.

adorned with trees, shrubs, ferns, and wild-flowers, so that—

" Wide as was here the desolation, wide  
Is now the beauty showered from side to side."

Landslips have occurred here as recently as the early part of the nineteenth century.

By the kindness of the owner visitors are free to wander

at will among the gnarled oaks and tangled hazel thickets, but they will of course respect the notice as to non-disturbance of game and rabbits. It is easy enough to lose one's way, and if the walk is taken at dusk it is certainly advisable to keep to the path.

We presently emerge near the coast, and after skirting the picturesque house and grounds of **East Dene**, where the poet Swinburne passed a great portion of his youth, reach **Bonchurch** (see p. 117).



*J. Debenham,*

*Ryde.*

PATH THROUGH THE LANDSLIP.

There is time in a morning's walk to see the old church and the pond, and to make one's way to Ventnor station (direction plates show the way), returning by rail to Shanklin. But if lunch be taken at Ventnor, the return can be made by Route III. (of course the reverse way), a simple means of getting on to Boniface Down being by the path running up from Ventnor station.

## III.—OVER THE DOWNS TO VENTNOR.

This is a glorious ramble, superior, in the opinion of many, even to that through the Landslip.

Leave the town by High Street and continue through old village to the church. Follow road leftward, then forward again, road gradually rising, till the first storage reservoir of waterworks is reached, some four hundred yards from church. Here an ascending path will be noticed on the left, which should be taken, as it leads again into the coach-road to Ventnor, and saves a long round. Good view of Shanklin from this point. In a few yards the road turns sharply to right by some houses, and in another few yards, opposite a cyclists' warning-board, will be observed a rough bridle-path, on right. The ascent is somewhat stiff, but the road (if such it may be called) is lined with a profusion of wild flowers, and by climbing the steep banks excellent views can be had. Presently a gate is reached, giving on to an upland common, and a plainly defined path will be seen on left. We are now at the summit of Luccombe Down (760 feet). The view baffles description, especially if the day be clear. At one's feet stretches a deeply-cut valley, through which the scarcely-noticed railway winds its way. On the opposite slope stands Appuldurcombe Abbey, with its fine park, and the conspicuous Worsley Obelisk (see p. 105). Looking in a north-westerly direction, range after range presents itself, and, if fortune favours, there should be a peep of the Solent and of the white cliffs beyond Freshwater Bay, on which stands the Tennyson Cross. To the west, St. Catherine's Down stands boldly out, being easily recognised by its lofty pillar (see p. 128). At evening the mists hang about the valleys, and the sunset effects are truly beautiful. The air at this elevation is delightfully crisp and clear. No one has yet sung the praises of the Isle of Wight heather—in fact, we verily believe that one half the visitors to the Island towns have not the remotest idea that it is possible in places to walk several miles along heather-clad slopes, rivalling in beauty, though of course not in

elevation or extent, the heights of North Wales and the Highlands.

The path is not difficult to follow, but should it be lost the sea is sufficient guide. Keep almost due south till you find yourself, to your surprise, on the crest of Boniface Down (787 feet), the highest point in the Island, with the chimney-pots and terraces of Bonchurch and Ventnor below. The descent of the precipitous down is no child's play, and a fall on the slippery turf might have awkward consequences. One path descends to St. Boniface Road, opposite Trinity Church. An easier descent can be made by keeping to the crest until directly over Ventnor station (Isle of Wight Railway), when a path will be seen with a flight of steps at the bottom.

The return to Shanklin can be made either by railway ; through Bonchurch and the Landslip (*see pp. 101-2*) ; or by the high-road which the coaches perforce follow, but this is not advised for pedestrians.

#### IV.—SHANKLIN DOWN, ST. MARTIN'S DOWN, COOK'S CASTLE, WROXALL, AND GODSHILL.

It will, of course, be understood that the routes we give, and particularly footpaths, are by no means the only ones available. The enterprising pedestrian will find all manner of variations possible, but we think it better, for the sake of clearness, to keep to the generally recognised tracks. The walk about to be described, for instance, can be commenced exactly as No. III., turning to the right instead of to the left on gaining the top of Lucombe Down, and keeping straight on over Shanklin and St. Martin's Downs to the path for Cook's Castle.

Reach Shanklin Old Church. Follow path through churchyard to opposite corner where stone steps and a stile give to a footpath slanting sharply to right. The ascent is at first easy, but when the copse is reached a very respectable bit of mountaineering has to be done. The rearward view is very beautiful, and in a gap between the hills a stretch of Spithead can be seen. The path skirts the edge of the copse, but the trees are rooted far below at the

bottom of the steep escarpment. **Shanklin Down** is 772 feet high. Continue for some distance till a footpath from the ridge of St. Martin's Down (left) crosses, and you bear to right, entering a wood by a stile at the south-east corner. Here is **Cook's Castle**, an artificial ruin, erected, it is said, to improve the view from the mansion of Appuldurcombe. The prospect from the ruins includes the greater part of the island. Several footpaths lead down to—

### Wroxall.

**Hotel.**—*Wroxall.*

**Places of Worship**, with the hours of service on Sundays :—

<i>St. John's Church</i> —11.0 and 6.30.	<i>Primitive Methodist</i> —2.30 and 6.0.
<i>Bible Christian</i> —10.30 and 6.0.	

Wroxall is a growing village clustered round a station of the Isle of Wight railway. It is not a bad centre for the Down scenery, and the sea at either Shanklin or Ventnor is easily reached. Its only feature of interest is the neighbouring mansion of—

### Appuldurcombe,

the seat for centuries of the Worsley family, whose names are as familiar in Island annals as those of the Oglanders of Nunwell. The Worsleys had also their historian, Sir Richard, and several members of the family held the honourable position of governor of the Island. The house was for many years used as a boys' school; but is now tenanted by about eighty monks of the Benedictine order, who settled here on their expulsion from France in 1901. The public are admitted to the services on Sundays.

The manor was bestowed by Lady Isabella de Fortibus upon a Benedictine Abbey in Normandy, who established a small priory. This was suppressed by Henry V., and in the reign of his successor the estate passed to the Fry family, and from them (1517) by marriage to the Worsleys. The splendid classical mansion was commenced in 1710, but not completed until many years later. Upon the death of Sir Richard Worsley the property passed to the Earl of Yarborough, of Royal Yacht Squadron fame, and was sold by his successors in 1854.

The Obelisk on the neighbouring down was erected in 1774 by Sir Richard Worsley, in memory of his ancestor,

Sir Robert. It is of Cornish granite, and was originally seventy feet high, but was struck by lightning in 1831, and a great portion thrown down. It is a conspicuous landmark for many miles around.

Train can be taken back to Shanklin. If it is desired to continue the walk, enter the park, and keep to the right-hand road until *Freemantle Lodge*, with its Ionic gateway, at the other end of the park, is reached. A pretty lane leads in a mile or so to **Godshill**, where is a station on the Central Railway, by means of which Ventnor can be gained.

The return to Shanklin can be made by the high-road, through rustic **Sandford** to **Whitely Bank** (cross-roads). Keep straight on, the railway coming quite close on right hand. Where road turns off on right over railway, take this, which is the "New" or Sibden Road and brings one into High Street near Bible Christian Chapel and Post Office.

This is a long round of about ten miles, but the walk can be conveniently shortened at several points.

### Cycling Routes from Shanklin.

*The distances are for single journey only.*

- I. To **Sandown**, **Brading**, and **Ryde**. Eight and a half miles (see reverse, p. 44).
- II. To **Sandown**, **Bembridge**, **St. Helen's**, and **Ryde**.—Thirteen and a quarter miles (see p. 44).
- III. To **Ventnor**.—The short distance very hilly and stony. Four miles.
- IV. To **Arreton** and **Newport**.—Proceed to Lake, and follow directions in IV. on p. 90.
- V. To **Godshill** and **Newport** (nine miles).—At Post Office turn down New Road, leaving Bible Christian Chapel on left. Straight on through Whitely Bank to Godshill. Pass through village, and take first on right under railway to Bohemia, where bear leftward to Rookley. Then straight to Blackwater, and follow course of railway northward to Shide. Leftward over level-crossing for a third of a mile to cross-roads. Turn sharp to right for Newport.

VI. To **Godshill, Chale, Kingston, Shorwell, and Freshwater** (twenty miles). This is one of the coach routes from Shanklin.—To Godshill as in V. Continue through village, with church on left (disregard turning to right) Opposite station turn left, to first on right, which runs under railway and so to cross-roads at Leechmere Pond. Road to Newport on right, and to Niton on left, but keep straight on to Chale Green. Here turn sharply to right, and by Star Inn bear to right as far as cross-roads. Then left to Kingston,



J. Milman Brown.]

{Shanklin.}

## A WAYSIDE DRINK.

and straight to Shorwell. At church turn sharply to left and keep westward to Brixton (also known as Brightstone). Just before entering village there is an awkward corner requiring care. Straight on through Mottistone to Brook. Opposite Brook House take right hand turning, passing church, up rather steep hill. At Shalcombe Farm turn to left, and keep due west, the Solent coming more and more fully into view on right. At Afton Farm turn right for Freshwater village and Yarmouth, but for Freshwater Bay bear to left and presently to left again.

RETURN. To vary the return journey bear *left* at Shalcombe Farm and proceed *via* Calbourne, Carisbrooke (mind the descent), and Newport. Thence to Shanklin reverse way of route on p. 106.

This is a good run and presents few difficulties, though the coach traffic makes the roads rather loose.



J. Milman Brown.]

[Shanklin.

TWILIGHT.

# RAYNER'S

TEMPERANCE FAMILY  
and COMMERCIAL

UNDER ENTIRELY NEW MANAGEMENT.

Spacious  
Coffee Room.

GOOD PIANOS

Bath Rooms  
fitted with hot and  
cold water.

Private  
Apartments and  
Suites of Rooms  
in connection  
with the Hotel

RE-FURNISHED,  
RE-DECORATED.

"A HOME AWAY FROM HOME."

# HOTEL, VENTNOR.

The Largest  
and  
Cheapest  
TEMPERANCE  
HOTEL  
in the Island.

Entirely sheltered  
from  
East Winds.

Ask at the Station  
for  
Town Omnibus.

MODERATE  
TERMS

on application to  
the Proprietor.



**When you Visit Ventnor**

**Don't Forget to Visit our Stores**

Where you will always find the Smartest Value and the most Up-to-Date Goods.

**SPECIALITIES—**

**HAND-PAINTED VIEW PORCELAIN.**

China with Ventnor and I.W. Crests. China and Glass of every kind, comprising Toilet, Dinner, Tea, and Breakfast Ware, and Dainty Novelties of all descriptions. Stationery, Leather Goods, Guides and View Books, Artistic Local Views, Hand-painted Plaques, Japanese and Oriental Goods, Copper and Brass, Brushes and Toilet Goods, and all the Latest Novelties as soon as produced.



**N.B.—All Goods safely packed for Transit.**

**NOTE ADDRESS:—**

**WHEELER'S STORES,  
PIER STREET, VENTNOR, I.W.**

*[Isle of Wight, to face p. 109.]*



J. Milman Brown.]

[Shanklin

THE WATERFALL, VENTNOR.

## SECTION IV.

### VENTNOR AND THE UNDERCLIFF.

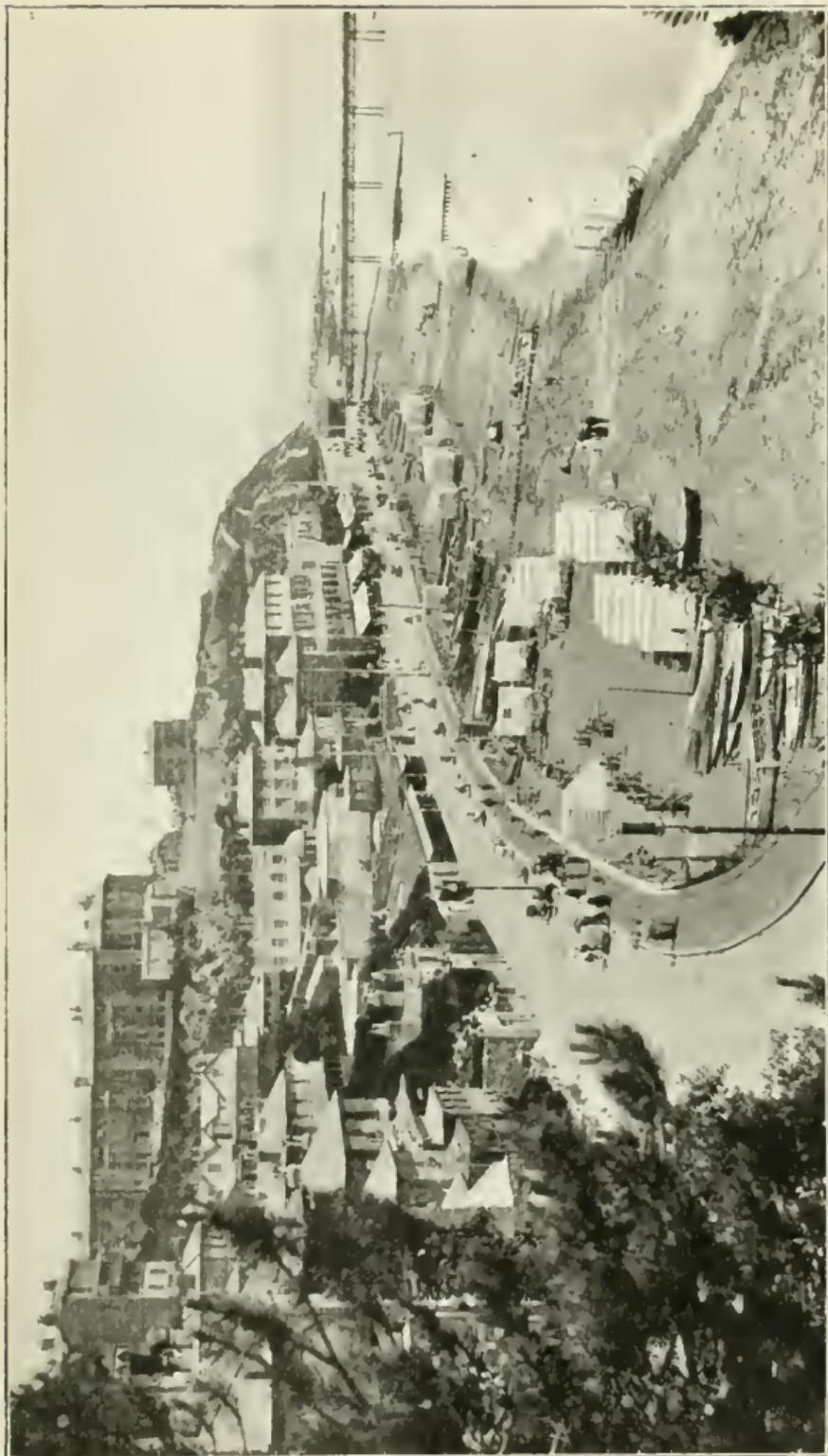
**V**ENTNOR, like the familiar garden flower, turns always to the sun. If it be objected that a town cannot turn, and that, in spite of popular opinion, it is more than doubtful whether the sunflower really does so, we can only reply that Ventnor does the next best thing, and contrives better than any other place in England to get its full share of the beneficent luminary. The houses rise in terraces one above the other, and all alike have open balconies, wide windows, and the indispensable south aspect. Look at a plan of Ventnor : the few streets which run up-hill from the sea are as higgledy-piggledy as well can be ; but observe the regularity of the parallels maintained with such difficulty by those which follow the direction of the shore. The town, in fact, is built on the principle of a theatre, so that the occupant

of every seat, no matter how far back or removed, shall have a full view of the stage, which in this case is the sea.

Looking at the configuration of the ground, it really seems an impertinence to build a town here at all. Here is a hill, something like eight hundred feet in height, often mist-capped, like a real mountain, running sheer down to the sea in a gradient of about one in four. The foot of the hill is only separated from the shore by a narrow ledge of perhaps twenty feet.

Nor is this full exposure to the sunny south, with its accompanying protection from the boisterous blasts of north, east, and west, an attribute of the town alone. From Luccombe on the one hand to Blackgang on the other, a distance of between eight and nine miles, you have the same conditions—high cliffs behind, a ledge or perch, in places of considerable width, upon which the adventurous may build; then cliffs again, and the deep sea. But always, and this is the point, the full sheltered southern aspect. Ventnor has no need to call herself, as do other resorts, the Queen, King, or Empress of Watering Places. Her title is specific, appropriate, and unchallengeable—“The English Madeira.”

The reputation of the Undercliff as a snug, secluded region where one may laugh at the vagaries of the English winter, has to some extent militated against it as regards the summer. A conception is abroad that because Ventnor is warm when other places are cold, it is necessarily more than hot when other places are hot enough. As a matter of scientific fact, which may be verified by any one who takes the trouble to go through the Royal Meteorological Society’s reports (Ventnor is one of the Society’s principal stations), the average summer temperature is from seven to ten degrees less than that of London and the Midland counties. Several causes contribute to this, amongst them the lofty situation of the town, the prevalence during summer of cool south-west breezes from the Atlantic, to which the town lies fully open, and the shade afforded by the east and west cliffs. The following figures, based on an average of ten years, may be of interest :



Mean temperature, 51.72 degrees—Winter, 41.80 degrees; spring, 49.82 degrees; summer, 61.31 degrees; autumn, 53.95 degrees. Mean temperature of coldest month (Feb.), 41.12 degrees; hottest (Aug.), 62.47 degrees.

During the summer the sun both rises and sets behind the hills in the rear, the district thus getting some two hours less sunshine per day during the hottest months. The same reason reversed gives every minute of the sun's rays in the winter, as the sun rises in the south-east and sets in the south-west.

Sunshine cannot be guaranteed at Ventnor any more than elsewhere, but recent statistics prove the average annual rainfall to be only from 25 to 28 inches.

Mr. Edward Miall has, perhaps, put the facts as well as any one :

"Ventnor," he says, "being a well-known winter retreat for invalids suffering from pulmonary affections, is popularly set down as intolerably hot throughout the summer months. For ourselves, we suffered none whatever, no oppression, no feverishness, no melting down of bodily substance and strength, no longing to sit, as Sydney Smith expressed it, 'in our naked bones.' The balminess of the air was exquisitely luxurious by night as well as by day, and every breath which the lungs inspired diffused a sense of positive enjoyment through the nervous system. The current opinion about the climate of Ventnor we take to be moonshine. It may not possess all the bracing qualities of the eastern and north-eastern coasts; but, as to its reputed oppressiveness, we believe it is to be found rather in the imagination of those who have never tried it than in the experience of those who have."

Of Ventnor as a winter health resort it is not necessary that we should speak, this book being written primarily for holiday-makers. Its reputation is world-wide. As Dr. Bertram Thornton, of the Royal Sea-Bathing Infirmary, Margate, has pointed out, temperature is not the only criterion of a winter resort. "The prevailing winds, the daily range of temperature, the rainfall, the relative humidity, the subsoil, vegetation, absence of cloud, and last but not least, the aspect of the locality, and the degree of protection afforded by hills, are all important considerations." Ventnor will come pre-eminently out of any of these tests.

## VENTNOR.

## Amusements :

**Bathing**—fair. Shore mainly shingle.

**Boating.** The sea is much more exposed than at Sandown and Shanklin, and some knowledge of the local currents and reefs is advisable for those who venture far. *Sailing* boats, 2/- an hour. *Rowing*, without man, 1/- ; with man, 1/- 6/- per hour.

**Coaching.** Coaches and chars-à-banc are much in evidence at Ventnor. Routes and fares vary somewhat, according to the proprietor patronised, but the following are usual.

*Ventnor, Freshwater Bay, Alum Bay, and the Needles.*—Fares : Freshwater, single, 5/- ; return, 6/- . Alum Bay, 6/- ; return, 7/- .

*Blackgang, Carisbrooke, and Newport.*—Fare : 5/-.

*Osborne, East and West Cowes, via Wroxall and Arreton, returning via Newport and Godshill.*—Fare : 5/-.

*Shanklin, Sandown, Brading, and Ryde.*—Fare : 5/-.

*Blackgang*, every morning and afternoon.—Fare : Single, 1/- 6/- ; return, 2/- .

**Carriages**—3/- 6/- first hour, 2/- 6/- second hour.

**Cycling.** Good runs are to be had (see p. 144) and the roads running parallel with the coast are fairly level in places, but in Ventnor itself a cycle is almost as out of place as a gondola.

**Golf.** 9-hole golf course on Rew Down, near Isle of Wight Railway station. Steamer trips round the Island, and to Ryde, Southsea, Bournemouth, Brighton, Cherbourg, &c.

**Tennis Courts in Park.**

**Banks.**—*Capital and Counties*, Church Street ; *National Provincial*, High Street.

**Climate.**—See pp. 110-112 and p. 15

**Clubs.**—*County and Castle*, Belgrave Road ; sailing, cricket, football, bowling, rowing, and others, all open to visitors.

**Hotels.**—*Queen's* and *Esplanade* on Esplanade ; *Marine and Royal*, Belgrave Road ; *Crab and Lobster*, Grove Road ; *Commercial and Freemason's*, High Street. **TEMPERANCE**—*Rayner's*, Victoria Street ; the *Solent*, Hambleton Street. *Bonchurch Hotel* at Bonchurch, just above new church. For Tariffs, see Introduction. **BOARDING-HOUSES** very numerous.

**Newspapers.**—London dailies obtainable soon after 10.0 a.m. *Isle of Wight Advertiser* (Sat.) ; *Isle of Wight Mercury* (Sat.).

**Places of Worship**, with the hours of service on Sundays :

*St. Catherine's*—8.0, 11.0, and 6.30.

*Holy Trinity*—8.0, 11.0, and 6.30.

*St. Alban's*, Zigzag Road—8.0, 10.30,

11.15, 3.45, and 6.30.

*St. Boniface*, Bonchurch—11.0 and 6.30.

*St. Luke's Chapel* (Consumption Hospital)—11.0 and 3.0. Open to public.

*Baptist, Bible Christian, Brethren, Congregational, Primitive Methodist, Wesleyan* all at 11.0 and 6.30. *Roman Catholic* 8.30, 11.0, and 6.30.

**Population** (1901).—5,860.

**Post Office** in Church Street, near St. Catherine's Church.

**Railway Stations.**—The station of the Isle of Wight line (Ryde direct) is perched above the town, on the flank of Bonchurch Down. Hotel omnibuses meet the principal trains. The Town station of the Central Co. (Newport, Cowes, &c.) adjoins Steephill Castle (see p. 117).

**Reading Room** (free after 6 p.m.) at Literary Institute, High Street. Free Library open to residents only. Several excellent Subscription Libraries.

**Restaurants.**—*Bull's*, Pier Street, and others.

**Steamers.**—In the summer there are regular services to Southsea direct, and to Shanklin, Sandown, Ryde, &c.

The stranger who arrives in Ventnor by rail will naturally first ask how he is to get to the sea. The simplest way is

to go steadily down—where you can go steadily—till you come to it. So long as the course of the road is downwards, no matter how it twists and turns, you may be sure of being right.

### The Esplanade.

The length of level roadway that does duty for a marine promenade is all too short, even with the recent extension to Collins Point. But, all things considered, the circumstance that Ventnor has an Esplanade at all is remarkable. The beach, half shingle, half sand, with an occasional admixture of rock, is generally packed with boats and bathing machines, and happy groups of children. Here is the **Queen's Hotel**, recently entirely redecorated and refurnished. The glass **Pavilion**, close at hand, was opened in 1896, and was at first used as a social club.

The streets of Ventnor are now illuminated by means of electricity.

### The Pier

(*Toll—One Penny, morning ; Two pence, evening.*)

differs very little from the conventional type, but is interesting as being, in a small way, an engineering triumph, two previous structures having succumbed to storms. Ample accommodation is provided for calling vessels, and the pier is largely used as a promenade. Some rugged rocks are exposed when the tide is low. The view of the town, with the green bulk of St. Boniface for background, is impressive. The *Pavilion*, in which an excellent band performs, is not roofed, but is covered during summer with an awning, an innovation which appears to be worthy of imitation elsewhere.

Close to the Pier is a small piece of land, known as—

### The Triangle.

Down the cliff a tiny brook tumbles in a series of cascades to the sea. This space has recently been acquired by the town authorities, and its natural advantages turned to the



[Reigate.]

VENTNOR, FROM THE WEST.

F. Frith & Co., Ltd.]

best account. Banks of rockwork, partially masked by ferns and shrubs, have been formed, and over these the stream tumbles melodiously on its way to the sea. Beneath the pathway, on the other side, the level space adjoining the Esplanade has been laid out as a garden, with seats, shelters, lavatories, &c., forming a delightful lounge within sight and hearing of the sea.

No one is likely to perambulate the difficult streets of Ventnor for the sake of doing so, but we may as well give a general outline of the town. The main thoroughfare is a continuation of the high-road from Ryde, Sandown, and Shanklin to Blackgang, and so to Freshwater. Descending the steep slope of one of the shoulders of St. Boniface Down, at the eastern extremity of Bonchurch, near the Bonchurch Hotel, it passes the new church and schools, and then, turning west, forms the main street of Bonchurch, having the Pond on its northern side. In its way through Ventnor, this thoroughfare bears a succession of names, and is anything but level or straight. Its eastern extremity is known as **TRINITY ROAD**, a name which it obtains from **Trinity Church**; passing that edifice it becomes **HIGH STREET**, a title which it bears for the greater part of its length; at the junction of **PIER STREET** it takes the name of **CHURCH STREET**, because **St. Catherine's Church** (modern and of little interest, enlarged 1897) is its chief feature; and, further west, from a point marked by a huge mass of rock which appears as if it must fall on and crush the houses opposite, it is called **BELGRAVE ROAD**. At the **Marine Hotel**, Belgrave Road has, as Tom Hood would put it, "no other side of the road," and the street is here so far above the level of the ocean that the seascape is one of the best and most extensive of the many to be had in all parts of the town. The **Royal Hotel**, with its clean front, attractive flower beds, and gaily flying flag, marks the end of Belgrave Road; and its continuation, leading to the public **Park**, the new **Town Railway Station** at Steephill, and eventually to Blackgang, is called **PARK AVENUE**.

ESTABLISHED 1875.

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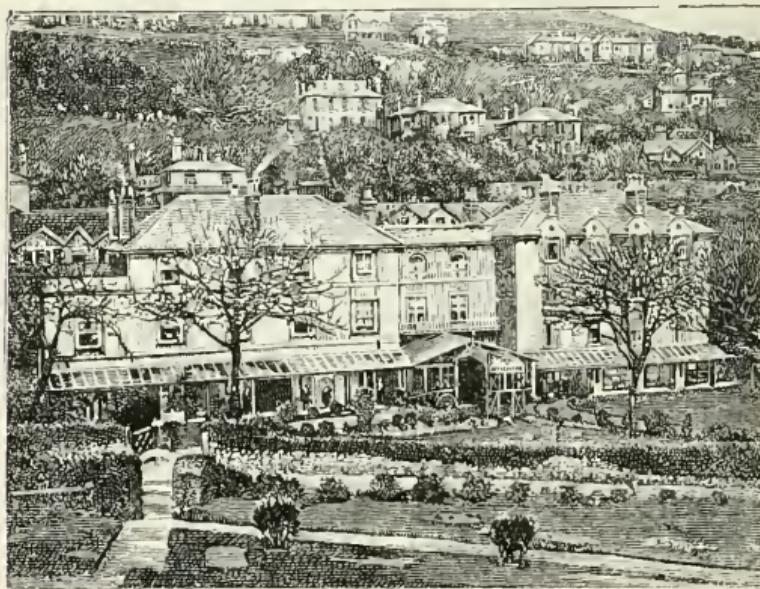
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**VENTNOR.**

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## Ventnor Park

*(Open in summer from 6 a.m. to 10 p.m.)*

deserves a word. It can be reached either from the western end of the Esplanade by the path which mounts the cliff, or from the two entrances in Steephill Road. Most public parks are so flat as to require the utmost skill of the landscape gardener to make them in any degree interesting apart from their floral contents and spaciousness. Whatever fault may be found with Ventnor Park no one can say it is flat. Except in one part, where a tiny stream forms a series of miniature cascades, there are not a great many flowers, but there are some promising shrubs and trees, notably aspens. The hillside path doubles in places like a hunted hare. The seats on the seaward side command delightful views. There are excellent *Tennis Courts*, a *Bowling Green*, and a pretty *Pavilion* with refreshment and cloak rooms. The park is deservedly popular with visitors, and is one of the most attractive features of the town.

Opposite the Royal Hotel, BATH ROAD leads down again to the sea ; and on the western side of the hotel the trying ZIGZAG ROAD climbs the face of the cliff to the north and leads leftward to the NEWPORT ROAD, near the CEMETERY, and rightward to the Isle of Wight Railway Station (for Ryde, &c.). Newport Road is two or three hundred feet above the sea-level, and runs east and west ; its eastern end being known as ST. BONIFACE ROAD. The station is connected with the High Street by two steep roads ; the older of them, scarcely practicable for vehicles, is called GROVE ROAD and contains some boarding-houses, and the two join near the original *Crab and Lobster*, with a modern hotel, CASS'S, standing in its beautifully kept grounds. A third steep street, SPRING HILL, connects with St. Boniface Road, which thoroughfare presently joins the main coach-road to Shanklin near the point where Ventnor becomes merged in its neighbour, Bonchurch. The new POST OFFICE is in Church Street. In this and the neighbouring streets are the principal shops.

### Bonchurch.

[**Hotel** : *Bonchurch*.      **Post Office**, opposite Pond.]

The East End of Ventnor corresponds in a way to the West End of London. It is the fashionable quarter, if such a description is not invidious in a locality every part of which is more or less fashionable. One can hardly accept without reservation John Sterling's description of Bonchurch as "the best possible earthly fairy-land, combining all the varied and fanciful beauty of enchantment, with the highest degree of domestic comfortable reality," still less Dr. Arnold's declaration that it is "the most beautiful thing on the sea coast on this side Genoa," while Miss Elizabeth Sewell's statement, "sometimes it has seemed to me that heaven itself can scarcely be more beautiful," rather lowers one's anticipations of the future. But, exaggeration apart, the erstwhile village is certainly one of the fairest spots the average traveller is likely to see in the course of a lifetime. The upper part, which clusters round the **Bonchurch Hotel**, high up on the slope of Boniface Down, is perhaps the best. Those who climb the irregular **Chimney Steps** leading up through a fissure in the cliff to the coach road to Shanklin are not likely to forget the experience. The houses are almost lost to sight amid trees and underwood, and have a cosy, sequestered look that justifies in a quite unusual manner the conventional adjective of the house-agents' notice-boards : "This desirable family residence to be let or sold." Ventnor, it should be understood, is a mere child by the side of Bonchurch, which, though now completely modernised, is one of the oldest places in the island. It is said to have been the scene of the early labours of St. Boniface, and a little cove among the rocks on its shore still bears the name of **Monks' Bay**, from a tradition that it was the landing-place of the monks from the Abbey of Lyra in Normandy, who at one time owned a great part of the island.

The literary associations of Bonchurch would make an interesting chapter had we the space. Tennyson, before settling at Freshwater, often came, and an amusing story is told that on one occasion his "wide-awake" was seized

by enthusiastic lady admirers and cut up into mementoes. The Rev. Wm. Adams, author of that powerfully-written allegory, *The Shadow of the Cross*, resided here, and his grave, appropriately shadowed by an iron cross, will be found in the now disused God's acre of the old church. The Rev. James White, the "fat contributor" of *Punch*, also lived here, and was visited by both Thackeray and



H. U. Kirk &amp; Sons.

[Covers.

BONCHURCH POND.

Dickens, and by Richard Doyle, John Leech, and other celebrities of the period. Miss Elizabeth Sewell, whose tales for children are so well-known, is another writer whose work is inseparably associated with the Undercliff : while readers of Carlyle's monograph on John Sterling will remember the pathetic letters dated from "Hillside, Bonchurch," when Sterling realised that the end was fast approaching :

"I tread the common road into the great darkness, without any thought of fear, and with very much of hope. Certainty indeed I have none. . . . Heaven bless you! If I can lend a hand when THERE, that will not be wanting."

A plain slab, with the name and date, "18 Sept., 1844, aged 38," marks Sterling's resting-place in the old churchyard. Macaulay resided for a time at Madeira Hall, on the road from Ventnor to Bonchurch. Of celebrities in other walks of life, mention must be made of that old sea-dog, Admiral Hobson, who was born of poor parents at Bonchurch, and apprenticed to a Niton tailor, from whom he took the earliest opportunity of running away to sea. His adventurous spirit and readiness of resource soon led to promotion, and he was finally knighted by Queen Anne for the exploit of breaking the Vigo boom.

One of the things most visitors make a point of seeing at Bonchurch is—

### The Pond

in the main road, the pictures of which somehow strike one as being superior to the real thing, though the real thing is pretty enough. Perhaps it is the murky water that requires distance to lend enchantment to the view. The road is in deep shade, while the opposite side of the water is overhung by a thick bank of graceful willows, firs, fuchsias, and other shrubs and trees. The swans add to the beauty of the picture.

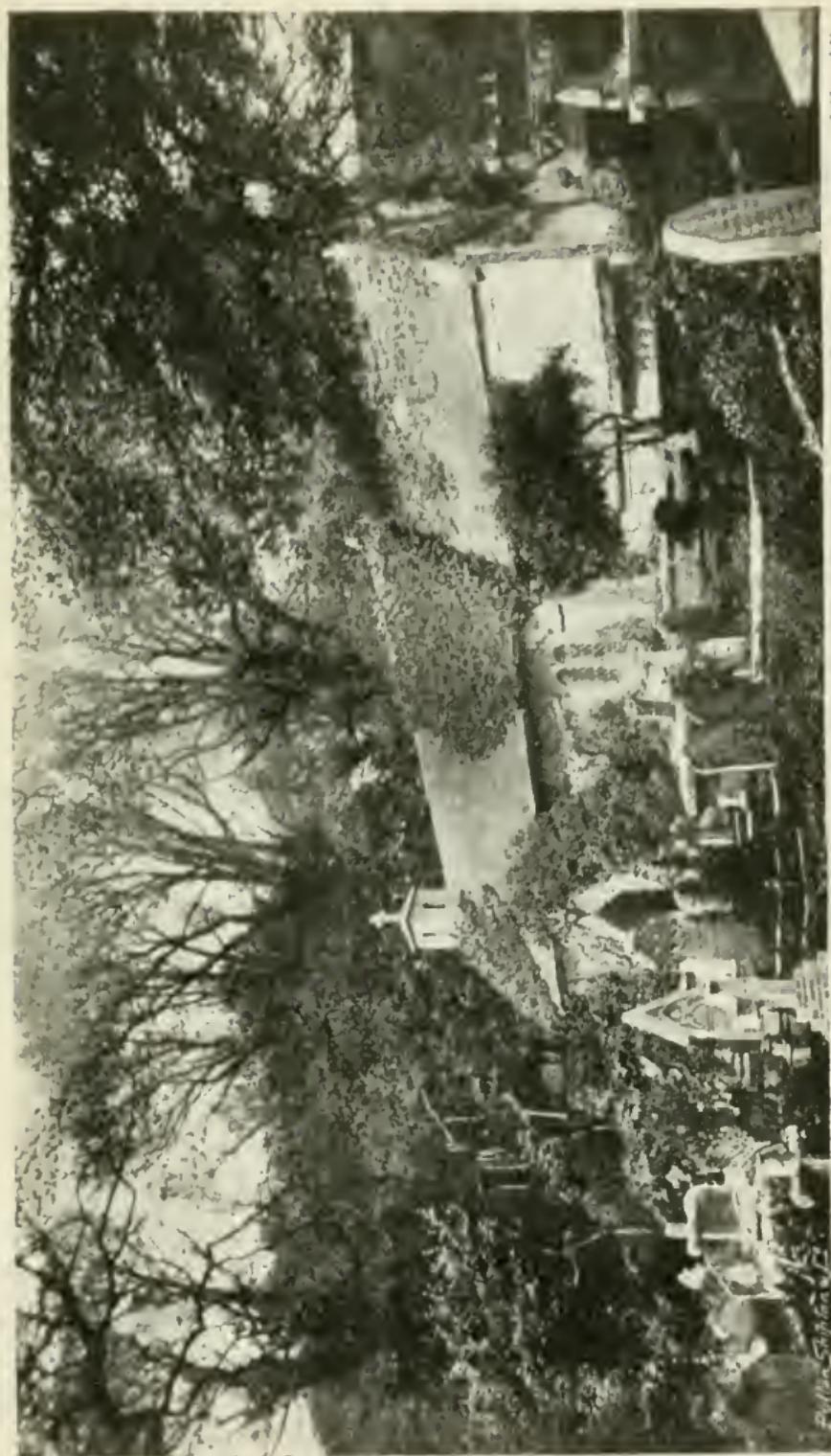
By turning to the left at the corner where the school looks down upon the road, we reach in a few yards the new or—

### St. Boniface Church,

built in 1847-8, in Norman style, from designs by Benj. Ferry. The Rev. W. Adams (see p. 119) was then rector and laid the foundation stone, but he died before the completion of the church. The churchyard is so beautiful that Shelley's words have been well applied to it: "It might make one in love with death to think one would be buried in so sweet a place." The vandalism of certain

OLD CHURCH AT BONCHURCH.

J. M. Brown.]



sightseers has led to the churchyard gates being kept locked. Further up the hill is the Bonchurch Hotel, the view from the terrace of which is generally considered one of the finest in the island. Returning to the lower road, we turn right (seawards) at the school, and almost immediately reach—

### The Old Church,

a diminutive Norman building so overshadowed by elms and covered by creepers and roses as to form an irresistible temptation to the artist and the photographer. It is no longer used for worship. Though now so near the sea, old maps show the church as half a mile away. The churchyard contains, as we have already mentioned, the graves of John Sterling and the Rev. W. Adams. The sexton is generally in attendance during the summer months.

Continuing past the church we reach in a few yards a path on the left leading to the Landslip (see pp. 100-2).

### EXCURSIONS FROM VENTNOR.

#### DISTANCES.

	Miles.		Miles.
Arreton	7 $\frac{1}{2}$	Godshill	5
Bembridge	11 $\frac{1}{2}$	Newport	10 $\frac{3}{4}$
Blackgang	5 $\frac{1}{4}$	Ryde	12 $\frac{1}{2}$
Brading	8 $\frac{1}{2}$	Sandown	6 $\frac{1}{4}$
Brixton	12 $\frac{1}{2}$	Shanklin	4 $\frac{1}{2}$
Carisbrooke	11 $\frac{3}{4}$	Shorwell	10 $\frac{1}{2}$
Cowes	17	Yarmouth	21 $\frac{1}{2}$
Freshwater Bay	20		

### WALKS.

To all except the short-winded the first inducement to pedestrian exercise will probably be—

#### I.—ST. BONIFACE DOWN.

There are several paths to the summit (787 feet), notably that from the railway station (Isle of Wight Railway). Another way is to gain the top of the Zigzag Road, and take the cart-track opposite the cemetery gates. Another path starts from St. Boniface Road, nearly opposite Trinity Church. The view, needless to say, is extensive and delightful. From the summit a clearly defined pathway leads eastward to Shanklin Down (reverse

**VENTNOR, I.W.**

# *The Bonchurch Hotel*

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directions on pp. 103-4). Those who climb the south face from the St. Boniface Road will come, when about three-fourths of the way up, to the celebrated **Wishing Well**, interesting to the geologist from its unusual elevation, and to the lover of old superstitions from the reverence formerly paid to it on account of a popular belief that if one achieved the difficult feat of climbing to the spring without looking backward, any three wishes formed while drinking its waters would be gratified.

#### II.—THE LANDSLIP, LUCCOMBE, AND SHANKLIN.

Follow the course of High Street under its various names eastward, past Trinity Church and Bonchurch Pond, till the school is reached, when turn to right past the Old Church, and then to left, when the footpath is plainly seen. This beautiful walk is fully described on pp. 100-2 of the Shanklin section.

#### III. OVER THE DOWNS TO APPULDURCOMBE.

Leave the town by Zigzag Road, and passing behind Cemetery, mount Rew Down and keep along the ridge until Appuldurcombe Park is seen below. The views during this walk are superb. On the left are Whitwell and Niton, and beyond is the extending bulk of St. Catherine's Down, with its lofty column. To the right are St. Boniface, Wroxall, and St. Martin's Downs. Presently we overlook Godshill with its well-placed church, and, in the distance, can discern Carisbrooke Castle and the towers of Osborne. A descent can be made to Appuldurcombe House (now a Benedictine Abbey), and the return journey varied by taking the by-road which leaves the park by the Span Lodge, and after passing Rew Farm joins the main road from Wroxall, entering Ventnor near our starting-point at the Cemetery.

#### IV.—WROXALL TO GODSHILL, RETURNING BY RAILWAY.

A pleasant circular trip involving little walking can be made by taking train to Wroxall, walking through Appuldurcombe Park to Godshill, as directed on p. 106, and returning from Godshill by railway to Ventnor.

In fact, the uplands and valleys immediately behind Ventnor offer almost endless possibilities in the way of

excursions, and variations from those suggested can easily be made by means of the map.

#### V.—TO ST. CATHERINE'S LIGHTHOUSE BY THE LOWER CLIFF.

Leave the Esplanade at the west end and follow the cliff path below the Park. Steephill Castle and the National Hospital for Consumption will shortly be seen on the right.

**Steephill Cove**, below, with its picturesque fishermen's cottages, will have been noticed from Ventnor pier. We continue past Mount's Bay, with its toy battery, Woody Point and Bay, to Binnel Bay, where it may be advisable to turn inland to the coach-road. A *détour* to the left will conduct to the *Buddle Inn* and—

#### St. Catherine's Lighthouse,

on St. Catherine's Point, the most southerly cape of the island. The apparatus has been described as "the most powerful coast light and fog signal in the world," and is visible at a distance of forty-two miles. Some even say that it can be distinguished at Cherbourg. The Trinity House "notice to mariners," issued prior to its construction, said that, "an electric light, showing one flash of about five seconds' duration every half minute, will be exhibited, and the fog signal will be changed to two blasts—high, low—in quick succession, every minute." The light was displayed for the first time on the evening of May-day, in 1888, with a somewhat startling effect. We are told by a journalist who travelled from London to witness the advent of the new light that—

"As the twilight deepened, sixteen separate and sharply defined radial beams of light, like the spokes of a gigantic cart-wheel, were seen to be steadily travelling round the horizon. Far as the eye could reach, the electric rays slowly swept the darkening space before us. Now and again a startled bird would flash through the beam, looking like a speck of fire; while, to turn from the sublime to the ridiculous, the cattle upon St. Catherine's Down, in wild alarm, were scampering about, with tails high in the air, pursued by brilliant patches of light, as the quickly succeeding rays impinged upon the surface of the sloping down."

*Strangers are permitted to inspect the lighthouse during the*

day time—of course, with some necessary limitations ; and, equally of course, the keepers will not refuse a small "recompense" for their trouble in conducting the visitor over the establishment, explaining things to him, and lending him the black spectacles without which a momentary peep at the electric lamp when in action would result in blindness. The lamp is of the modified Serrin-Berjot type, and the carbons emit a light equal to that of thirty-five



J. Milman Brown.]

[Shanklin.

## ST. CATHERINE'S LIGHTHOUSE.

thousand candles, giving an intensity through the optical apparatus of about seven million candles. The carbon pencils are nearly two and a half inches across. They are controlled by a duplex arrangement of spring and current ; and the sixteen-panelled dioptric apparatus is rotated, not by clockwork, as usual, but by a tiny vertical engine, worked by compressed air from below. The engine-room, to the right of the lighthouse, contains three engines and boilers. Two of them are attached to the large dynamos which generate

the electric currents (both being kept ready for use, to prevent any accident whereby the light might be even for a moment extinguished); and the third is employed to compress the air for the siren or fog-horn, by which vessels are warned of their danger at such times as the mist obscures the light—a calamity which somewhat frequently happens.

If it is desired to continue the walk to Blackgang, either the road or the cliff path may be taken.

#### VI.—TO BLACKGANG BY THE INNER (HIGHER) CLIFF.

This is a beautiful walk, one of the best in the Island indeed, to those who are not nervous of heights. If it is taken on a windy day we would strongly advise as head-gear a simple cloth cap. The cliff can be ascended at the top of Zigzag Road. Should the pedestrian find it necessary to descend before reaching the end of the walk, he will be able to do so at St. Lawrence by means of the *Cripple Path*, or at Whitwell Shute. We pass above Steephill Castle and the Hospital, and presently reach the diminutive old church of St. Lawrence (see p. 131). Then we descend to Whitwell Shute, and ascend by the *Red Gun* or St. Rhadagund's Path, past High Hat (488 feet), and keep almost due west. When the road to Newport is crossed, bear to right to a lane running above the Sandrock Hotel, and so to the top of Gore Cliff. The road to Blackgang is struck near the coastguard station.

The return journey should be varied by taking the sea-cliff path (Route V.).

#### VII.—TO NITON AND ST. CATHERINE'S DOWN.

A good deviation from Route VI. would be to take the path to Niton which leaves the inland cliff about half a mile before the Newport road is struck. The village can, of course, also be reached by the coach-road.

#### Niton.

**Hotels.**—*Royal Sandrock, Buddle Inn, White Lion.*

The chief object of interest is the **Church**, with its heavy embattled sixteenth-century tower and squat spire. It contains a medallion of Mr. Arnold of Mirables, by *Flax-*

man, and the registers, which date from 1560, show the following entry :

"July the 1st, Anno Domini 1675. Charles II., king of Great Britain, France, and Ireland, &c., came safely ashore at Puckaster, after he had endured a great and dangerous storm at sea.

In 1902 a monument was erected on the grave of Edward



F. N. Broderick.

[Ryde.

NITON CHURCH.

Edwards, the pioneer of the public library movement. The inscription reads :—

"In memory of Edward Edwards, born in London, December 14, 1812, died at Niton, February 7, 1886. Man of letters and founder (with William Ewart and Joseph Brotherton) of municipal public libraries."

The parish of Niton is an extensive one, and includes some of the most dangerous parts of the coast. It consists of two distinct parts—the village proper, which, except for its surroundings, has nothing to distinguish it from any

ordinary English village, and a more recent settlement on the seashore, which the inhabitants call **Undercliff Niton**. The source of the *Eastern Yar* is in the parish, a little to the north of the village.

A lane in the neighbourhood, which any one will point out, will conduct to the summit of—

### St. Catherine's Down

(781 feet), the second highest hill in the island, being but a few feet less lofty than St. Boniface, at the other end of the Undercliff. The springs of the *Medina* rise on the northern slopes of the hill. The summit is marked by the **Alexandrian Pillar**, a column seventy-two feet in height, surmounted by a ball. The column is a prominent feature in the view from every point, and a well-known landmark. The inscription reads :

“ In commemoration of the visit of his Imperial Majesty Alexander I., Emperor of all the Russias, to Great Britain, in the year 1814, and in remembrance of many years' happy residence in his dominions, this pillar was erected by Michael Hoy.”

With a curious lack of appropriateness, this very monument bears on its south face a tablet to the memory of British soldiers who fell in the Crimea, fighting against the “Emperor of all the Russias.”

Miss Sewell has thus described the view from this point :

“ The shore is closed in with red sand-cliffs, rather low, broken, and jagged ; but away to the west the red sand changes into chalk, and the cliffs become very steep, and rise to a great height, standing out against the sky when the sun shines on them, until they almost dazzle the eye ; and at other times covering themselves, as it were, with a bluish veil of mist, and looking out proudly from behind it. . . . Below the ridge the ground is very flat for a long way. From the edge of the cliff it is level for miles, cut up into cornfields and pastures, with a few trees dotting the hedgerows. We can see as far as Newport, and beyond it ; away, indeed, to where the river, which has its source close to us, and is there only a tiny brook, becomes quite a broad stream, and deep enough to float vessels.”

Not far from the pillar is a still more interesting structure, “a stern round tower of other days,” the original pharos which warned mariners of the dangers of this rocky coast,

Mr. Percy Stone, in his *Architectural Antiquities of the Isle of Wight*, gives some interesting particulars of its history. A hermitage appears to have been founded early in the fourteenth century :

"Three years after the foundation of this isolated chapel a circumstance occurred . . . explaining very clearly the *raison d'être* of the still existing lighthouse. One stormy night in the winter of A.D. 1314, a vessel—one of a fleet chartered by sundry merchants of the King's Duchy of Aquitaine to convey a large consignment of white wine to England—drove ashore on Atherfield Ledge. The sailors escaped . . . and sold the cargo to the island folk—174 casks of wine, each worth five marks. The merchants took proceedings against the receivers of the stolen cargo, for it clearly did not belong to the sailors, who were, however, apparently not deemed worth prosecuting, even if they could have been traced. One island landowner, Walter de Godeton, was found guilty of receiving 53 casks, and had to pay 227½ marks. But another party besides the merchants had to be reckoned with, namely, the Church, for the wine, it appeared, belonged to the religious community of Livers, in Picardy, who had lodged a complaint against De Godeton in the Roman Court. This resulted in the culprit having to build, on the Down above the scene of the disaster, a lighthouse to warn ships, and to found an oratory for a priest to say masses for the souls of those lost at sea, and to trim the light. De Godeton, before 1328, did as he was required, and the existing ruin, repaired at the end of the 18th century, is the relic of his work."

At the Reformation, the trifling revenues were sequestered ; the poor monk ceased his mass, and his lamps no longer shone across the sea where rocks and shoals threatened destruction to the night-faring skiff. For nearly three centuries the spot was unmarked by any friendly light ; and we can readily believe that the number of wrecks during that period was appalling. For the beautiful coast, so pleasant to travel along in fine weather, is cruel and treacherous, pitilessly exacting year by year its tale of seamen's lives. At certain seasons a dense and impenetrable mist arises, obscuring both lights and landmarks ; while, without a breath of wind to fill his sails, and all unconscious of danger, the hapless navigator is borne on the rapid inshore current (so powerful that even a Newfoundland dog cannot swim against it) towards the jagged and cruel rocks. These considerations moved the

Trinity Board, in 1785, to rekindle the old light, and to commence the erection of a new pharos (the shell of which still stands), but which was never finished, experience showing that the fogs and mists rendered it almost useless. The present St. Catherine's Lighthouse (*see p. 124*) was therefore erected on St. Catherine's Point.

### COACH DRIVES.

#### I.—VENTNOR TO BLACKGANG CHINE.

This makes a delightful tramp by either Route V. or VI., or by simply following the main road, which, except that it is sometimes dusty from the coach traffic, is equally deserving of the pedestrian's patronage. The cyclist must perforce go by the road, which, though undulating, presents no difficulty.

But the correct mode of getting to Blackgang is per coach or char-à-banc, and competition having reduced the return fare to a matter of two shillings only, this drive may be considered one of the finest and cheapest in the kingdom. Parties are made up at the principal livery stables both morning and afternoon.

We leave the town by the Royal Hotel and are quickly bowling along past the public park and the grounds of—

#### Steephill Castle.

A glimpse of this picturesque castellated mansion can be had through the trees. The Town Station of the Central Railway occupies the site of the former stables. The house was built in 1831-3 by John Hambrough, Esq. It will be remembered that the unfortunate victim of the Ardlamont fatality, which led to the *cause célèbre* of a few years back, was a son of a former owner. The late Empress of Austria spent some months here in 1874. The house is now the property of J. M. Richards, Esq., the father of the distinguished lady who writes as "John Oliver Hobbes."

We next pass an extensive range of buildings on the opposite side of the roadway. This is—

**The National Hospital for Consumption,**  
now comprising no less than eleven blocks, the last of which

was opened by H.R.H. Princess Henry of Battenberg in August, 1899. A church, services in which are open to the public, forms the centre block. The houses all face due south, overlooking extensive pleasure-grounds, and everything possible is done to alleviate the lot of the unfortunate sufferers. Accommodation is provided for 155 in-patients. The hospital is, as its name implies, a national institution, patients being received from all parts of the kingdom, without distinction of creed, more than half the number coming from London and its suburbs.

About a mile from the hospital a new road has been constructed to avoid a steep ascent on the old one and save a considerable *détour*.

At the summit of the old road (right) is the tiny—

### St. Lawrence's Church,

which contests with one in the Lake District the distinction of being the smallest in England, though it was lengthened ten feet by the first Earl of Yarborough, who was also responsible for the porch and bell tower. A former rector is said to have been killed by striking his head against the lintel of the north door, now built up.

Continuing along the main road, we pass the new church of St. Lawrence, and drawing closer to the inland or higher cliff are able to enjoy to the full the spectacle of magnificent chaos it presents.

### The Undercliff

has been described by so many able pens that we have no confidence in our own powers. The description given by M. Villars, a French writer, gives as good an impression as any we have seen :

"The broken ground offers a most pleasing and yet very strange appearance, here and there forming bays, caverns and grottos, where thick and tenacious vegetation clings to the side of the cliffs, and covers the fallen boulders. The dark green of the ivy is relieved by the bright colours of the roses and wild flowers which grow in abundant and most ad-

mired disorder. Deep clefts and piles of stone, caused by the breaking away of the cliffs, are met with at every step ; here is a pyramid, there an enormous rock, whose grey mass throws curious shadows on the green sward. Then the clumps of hawthorn and other trees, such as chestnut and ash, extend their leafy branches far and wide, and have insinuated themselves, one cannot tell how, amidst the grey rocks in sublime confusion."



S & C<sup>o</sup>

W. U. Kirk & Sons,]

[Cowes.

A BIT OF THE UNDERCLIFF.

As to the causes which led to this extraordinary formation, we cannot do better than quote Sir Henry Englefield :

"To account in any degree for this singular appearance, it will be necessary to recur to that period, remote beyond all reach of history, when by some convulsions, this island was exposed to the sea in one vast range of perpendicular cliffs, such as would now appear if the whole Undercliff were removed from the wall of rock above it. The clay and sand strata attacked at their foot by the waves of the sea, in their front by wind, rain, and frost, and above all, softened and washed away by the numerous springs which issue from

# NOVELS BY E. PHILLIPS OPPENHEIM.

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The BRITISH WEEKLY says:—"Mr. Oppenheim has boundless imagination, and distinct skill in story-telling. He paints in broad, vivid colours; yet, audacious as he is, he never outsteps the possible. There is good thrilling interest in his books, and not a few excellent characters."

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## THE ROYAL SANDROCK HOTEL.

H. HYDE, Proprietor.

THIS Old-Established Charming Family Hotel is situate in one of the most beautiful portions of that tract of land known as the UNDERCLIFF, and is surrounded by some of the **Finest and most imposing Scenery in the Isle of Wight**, now well-known as "The Garden Isle of England."

The Hotel stands in grounds of a most unique character, laid out in terraces, and entirely shut in from the searching north and east winds, yet open to the invigorating influences of the south and west breezes. From nearly every portion of the grounds extensive views of the English Channel are to be obtained ; and the soft west winds prevailing here during the summer, make the place deliciously cool even in the warmest months.

The House is substantially built, and is replete with every comfort and convenience for Visitors. There is a noble Verandah of 70 ft. in length, the whole being delightfully clad in ivy. The Apartments of the Hotel are in keeping with the surroundings, and are suggestive of comfort and quiet repose.



Well appointed Carriages and Saddle Horses from Stables connected with the Hotel. *Telegrams—“Sandrock, Niton.” Telephone—No. 019.*  
Carriages sent to meet any train by order.

## From "MADCAP VIOLET," by WILLIAM BLACK.

"Secluded and quiet . . . a quaint little inn, surrounded by sheltering woods and hedges. The sun lays warm on the smooth green lawn in front, there were dark shadows—almost black shadows—along the encircling hedge, and under the cedars ; but these only showed the more brilliantly the silver lighting of the restless, whirling, wind-swept sea beyond. It was a picturesque little house, with its long verandah half smothered in ivy and rose bushes ; with its tangled garden about, green with young hawthorn and sweetened by the perfume of the lilacs ; with its patches of uncut grass, where the yellow cowslips drooped. There was an air of dreamy repose about the place : even that whirling and silver-grey sea produced no sound ; here the winds were stilled, and the black shadows of the trees on that smooth green lawn only moved with the imperceptible moving of the sun."

under the rock, very soon became incapable of bearing the vast weight incumbent on them. The rock (divided by numerous periodical fissures) began to part at the fissure nearest to its front, gradually subsided and slipped in an inclined position (or perhaps sometimes, though not often, fell over) until its progress was stopped by the slope of clay on which it moved. But though at rest for a time, the same causes which set it in motion would again press it forward to the sea. Its fall had left a great front of rock and clay bare, while its upper surface formed a basin, in which the waters of the springs collected into a pool, moistening still more effectually the loosened clay below it, which, mixed with fragments of rock detached from the great mass in its fall, and full of interstices formed by the different hardness of its own several strata, was more rapidly washed away than when in its own bed. A second subsidence now took place ; while from above another mass gave way, and by its weight urged the first fallen rock still further towards the sea, whose waves, carrying rapidly away all those parts easily soluble, united with the other causes of destruction to bring down fresh ruins from the cliffs above. In this manner it is evident that the Undercliff was formed, most rapidly at first, but gradually slower as the causes of destruction tended to counteract their own effects ; for, after every subsidence the mass of fallen clay and rock formed itself into a more gentle slope, and which extending higher up against the face of the clay cliff, tended to keep it from mouldering, while the declivity of the slope itself rendered the material already fallen less apt to slide. The action of the sea which washed away the clay from among the masses of rock at the bottom, caused those masses to come into closer contact, and by degrees formed them into a high and strong bulwark, while those rocks which had rolled further out, became long reefs, extending far into the water, and breaking in a great measure the force of the billows before they reached the shore. Vegetation now had time to cover the face of the ruins, and secured the surface of the slope from the effects of rain and frost : while the springs gradually formed regular courses through the little winding valleys among the heaps of ruin. Thus was the Undercliff gradually brought to the state in which we now see it."

Although landslips have occurred at the other end of the Undercliff as recently as 1818, and there was a slip beneath the Gore Cliff in 1799, there can be little doubt that the Undercliff has presented its present appearance for hundreds of years.

Notices as to the eligibility of plots of land for building

purposes meet the eye of the tourist in this region with rather more frequency than he cares about.

A sign-post on the left presently directs to St. Catherine's



[London.]

BLACKGANG CHINE.

Photchrom Co., Ltd.]

Point, and the coaches often make a slight *détour* to enable passengers to see the **Lighthouse** (see p. 124).

We next reach **Undercliff Niton** (see p. 128), the most

attractive feature of which is the charmingly situated Sandrock Hotel, with its ivy-clad verandah.

Nearing Blackgang, the curiosity of passengers is likely to be excited by a small temple, which is to be seen in private grounds on the right. In appearance it closely resembles the Burns' memorials so numerous in the "Land o' Cakes." It was erected by Mr. Letts, of diary fame, on the occasion of the tercentenary of Shakespeare's birth.

Just before reaching the end of our drive we see on the left a carriage drive which zigzags down the face of the cliff to the Isle of Wight Spa, at **Southlands**, close to the extreme point of the island. The house was formerly occupied by Dr. Pusey, and is surrounded by prettily laid-out grounds, in which is a chalybeate spring that at one time enjoyed considerable repute.

The coach shortly draws up at the **Blackgang Chine Hotel**, near the entrance to—

### Blackgang Chine.

*Admission to the Chine is gained by passing through a Bazaar at the top. Here a number of useful articles are displayed (chief among which we may be allowed to mention this little handbook), and visitors have the option of making a purchase or paying an entrance fee of sixpence.*

People whose idea of an Island chine is based wholly on that at Shanklin will here experience some surprise. A greater contrast could scarcely be imagined, the only feature common to the two being the fact that the cleft in the rocks has been occasioned mainly by a running stream. The chasm does not wind so far into the shore as do those at Shanklin and Luccombe, nor are its sides so steep; but it is of much greater depth, one of its flanks rising four hundred feet above the level of the sea. No vegetation appears on the surface of the dreary glen, and its sides are continually crumbling. They are composed chiefly of very dark blue clay, through which horizontal layers of yellow sandstone, from twelve to fifteen feet in thickness, extend at intervals, naturally split into cubical blocks, giving the

front of the rocky barrier the appearance of vast courses of masonry, built at certain heights to sustain the fabric of the mouldering hill. Its *tout ensemble* has been compared to that of a chasm in the Alps or to the lava recesses at the foot of Etna. The stream (when there is one) flows through it like a silver thread, heightening the sombre appearance of the ironstone and black clay of which the sides of the chine are composed.

The paths are kept in excellent order. Many visitors miss what, in our opinion, is the best feature of the chine, namely the **Observatory**, to reach which the ascending path on the left should be taken. At the extreme edge of the precipitous cliff a summer-house has been erected, with railied-in seats. On a clear day, the view is one of the best to be had in the Island. The coast-line of the whole of the back of the Island can be followed, and the Needles plainly seen, while looking further westward the eye distinguishes the coast of Dorsetshire. At the proper season heather is plentiful at Blackgang.

The coaches usually stop a sufficient time to allow the chine to be properly seen, and refreshments obtained at the adjoining hotel.

## II.—VENTNOR TO FRESHWATER BAY.

This is a deservedly popular whole-day drive. Cyclists will find all needful directions on p. 144. The first part of the route is the same as to Blackgang.

A stranger looking at the map might think that the most direct route from this point would be to follow the road which skirts the coast the whole distance, but this is not practicable, the road being a military one merely. There is nothing, however, to prevent the pedestrian taking this fine ten mile tramp, unless it be the impossibility of obtaining refreshments without turning some distance inland. The geologist will find the numerous chines and ledges in this region a very fruitful field for research. The famous submerged forest or **Pine Raft**, at Brook Point, and the Wealden formation at Compton Bay are more easily reached from Freshwater.

At Chale then we turn inland. The locality is noted for its bracing climate, and though the village contains at present but little of interest beyond the *Church*, with its massive embattled Perpendicular tower, it is certain to grow. A little east of the village is *Chale Abbey Farmhouse*, which is in reality the old Manor House, and bears many traces of antiquity, notably the fine buttressed barn and the arched fireplace in the principal room. At the hamlet of **Chale Green** we join the coach-road from Shanklin and bear leftward. Two names of places on the road will remind Londoners of home, namely, **Kingston**, the next village passed, and Brixton (see p. 139).

### Shorwell

[Inns: *Five Bells, Crown.*]

is pleasantly situated in a valley on the south side of the great central range of chalk downs. A road runs northward to Newport. The *Church* is worth seeing. It is said to have been built during the reign of Edward III. in consequence of the parishioners having complained that "they had to convey their dead four miles to burial (at Carisbrooke), and in winter, when they were obliged to pass through the water in Idlecombe Lane, the death of one person was the occasion of many more." The building is mainly Perpendicular, and consists of three aisles. The square tower is surmounted by a low stone spire. The interior contains several curious monuments, the most important being those of the Leights, who built and formerly occupied the neighbouring mansion of Northcourt (1615). One epitaph runs :

" Sixteene yeeres a maide, fiftie a wife,  
Make the svm totale of my passed life ;  
Longe thred, so finelie spvn, so fairly ended,  
That few shall match this patterne, fewer mend it.



F. N. Broderick.]

[Ryde.

CHALE CHURCH.

What wealth I lately had, what parentage,  
What friends, what children in blest marriage—  
Dead, I forgette ; living, I light esteemed,  
For thy dear love, O Christ, yt hast redeemed."

Some frescoes were discovered on removing the whitewash from the walls. The principal, over the north doorway, is a graphic representation of the legend of St. Christopher, the "Christ-bearer." It shows the saint carrying the infant Saviour across the sea, in one part, and the right-hand side depicts St. Christopher's martyrdom. The characters are in the costume of the reign of Richard II., which is supposed to be the date of the painting. The pulpit is of stone, and is entered from the aisle by a flight of steps through a massive pier. The church was restored in 1897.

On the down to the right is pointed out a small stone tower, erected to commemorate the daughter of a Mr. Bull, who owned Northcourt early in the present century.

The hamlet of—

### Limerston

is interesting on account of its connection with the famous Tichborne dole :

In the reign of Henry I., Isabella, heiress of the Limerston manor, was married to Sir Roger Tichborne. When, after a life of great charity, she lay dying she prayed her husband to set aside for the poor as much land as would enable her to institute a dole of bread to all comers to the gates of Tichborne on every successive Lady Day. Sir Roger, according to the tale, took a brand from the hearth and promised her as much land as she could encircle whilst the wood was burning. She caused herself to be carried from her bed to a place still pointed out, and began creeping on her hands and knees. Before the brand was consumed she had encircled a plot of twenty-three acres, still known as the Crawels.

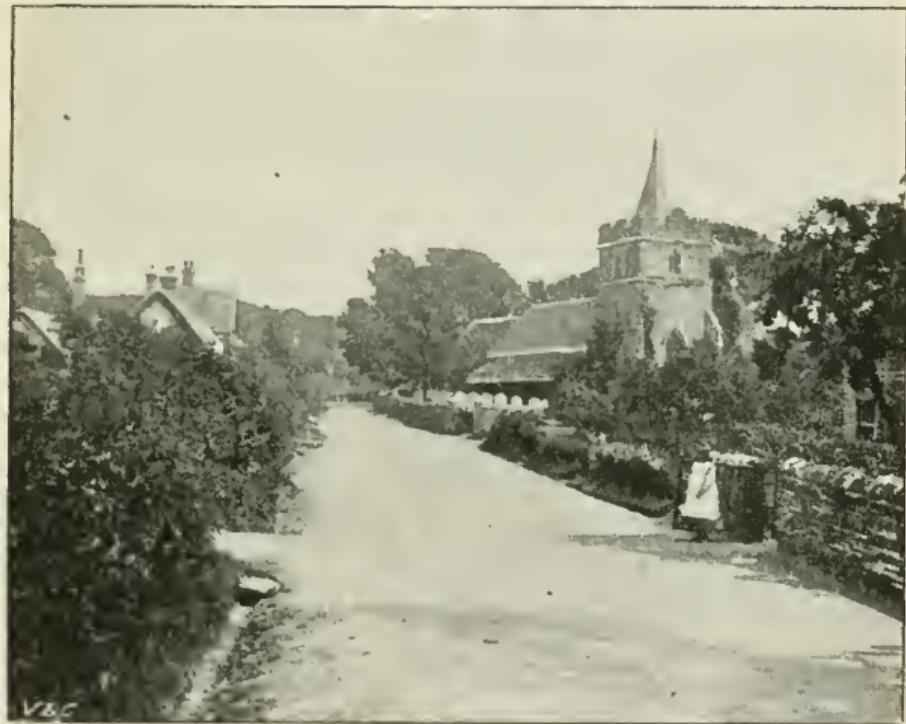
The dole, in the shape of 1,900 small loaves, was distributed regularly until the end of the last century, and morsels of the bread were kept, it is said, as a sovereign remedy against ague. In consequence of the disorderly rabble who were accustomed to collect at the distribution, money has since been substituted for the loaves. The family of Tichborne will, it is believed, become extinct should any of Lady Isabella's descendants fail to maintain the charity.

In another mile we reach—

## Brixton,

[Inns: *New Inn, Five Bells.*]

a charming village, which we sincerely trust will one day make up its mind how to spell its own name. As long ago as 1491 it was *Brixton*, but it has since had a fancy for *Brightstone*, and is still so spelt at the post office, though modern usage seems to favour a reversion to the earlier form. Holiday-makers will note with gladness of heart that the village, with its pretty thatched cottages, is as



F. N. Broderick.]

BRIXTON.

[Ryde.

unlike as possible to the great London suburb similarly named. The *Church* has a massive square tower, with an insignificant steeple, and though of early date has been robbed of most of its interest by the ruthless hand of the "restorer." The arcade between the north aisle and the nave is Transitional Norman. The registers date from 1566. By far the most interesting thing to be noted in connection with the church is that no less than three of its former rectors have been men who subsequently made

their mark as bishops. It is only necessary to mention the names of Ken, Samuel Wilberforce, and Moberly. In the life of Ken, Brixton is described as "a cheerful little village, on the sunny side of the Isle of Wight, sheltered from cold winds by overhanging hills, with a goodly church and a near prospect of the sea." It might have been added that the creeper-covered rectory, with its sheltering elms, is also "goodly."

Brixton makes a very fair centre for holiday-makers of quiet tastes. The coast is only a mile distant, and any number of charming rambles are to be had, such as that over the downs to Calbourne.

### Mottistone

possesses a fine Tudor **Manor House**, formerly belonging to the Cheke family, one of whose members (Sir John) was tutor to Edward VI., and the first Regius Professor of Greek at Cambridge. He is alluded to in Milton's Sonnets :

"Thy age, like ours, O soul of Sir John Cheke,  
Hated not learning worse than toad or asp,  
When thou taughtest Cambridge and King Edward Greek."

The *Church* is chiefly Perpendicular, but calls for no remark. To antiquarians the village is of considerable interest on account of the proximity of the famous **Long Stone**. We transcribe the Rev. E. Boucher James's note thereon (*Letters relating to the Isle of Wight*) :

"On the side of the hill above Mottistone, along a hollow way shaded with low and aged oaks, which leads through the valley between the chalk strata and the greensward, a natural ridge is reached, where

" 'Tinted by Time, a solitary stone  
On the green hill of Mote each storm withstood  
Grows dim with hairy lichen overgrown.'

PEEL—*Fair Island.*

"This is the 'Long Stone,' a huge, rough, quadrangular pillar of iron sandstone from the lower green sandstone formation, with a recumbent stone of similar dimensions at four feet distance. It is, perhaps, the earliest monument of man's construction in the Isle of Wight."

At **Brook House** the road turns left and right, the left branch leading to the sea-coast village of—

**Brook,**

one of the most important lifeboat stations in the island. Close to Brooke Point, but largely covered with sea-weed, zoophytes, &c., is the **Pine Raft**, a submerged forest, composed of the mineralised trunks of conifers which, according to Mantell, were “transported from a distance by the river which flowed through the country whence the Wealden deposits were derived, and became submerged in the sand and mud of the delta, burying with it the bones of reptiles, mussel-shells, and other extraneous bodies it had gathered in its course.”

The coach road turns rightward past the *Church*, which dates only from 1864, the old building having, with the exception of the tower, been burnt down in the preceding December.

For some miles now we have had glimpses of the white cliffs of Freshwater Bay, and from the summit of Brook Down the outlook can only be described as glorious. The road is due west now, with heather-clad hills still hiding the southern sea, but to the right the eye ranges over nearly level ground to Yarmouth and the sparkling Solent. After skirting **Afton Down** we bear leftward to **Freshwater Bay** (see p. 153), where the coach stops.

To reach the **Needles** follow the roadway skirting the stables of the Freshwater Bay Hotel, till it leads to a path commencing at the redoubt. Keep to the cliff, past the Tennyson Cross, for some three miles till the famous rocks are beneath you.

There are also very popular coach drives from Ventnor to **Shanklin**, **Sandown**, and **Ryde**; and to **Cowes**, *via* Wroxall and Arreton, returning *via* Newport and Godshill, but all these places are described elsewhere.

**Ventnor to Newport by Rail.**

This new branch of the Isle of Wight Central Railway was opened for public traffic as far as St. Lawrence in July, 1897, and to Ventnor in June, 1900. It opens up to the tourist an interesting and formerly overlooked region,

besides effecting a saving of five miles on the other route to Newport *via* Sandown. It is of great service to Ventnor visitors who use the Southampton-Cowes route. Leaving the terminus at Steephill the line runs above the grounds of Steephill Castle, and thence parallel with the coach-road to St. Lawrence station. Here it tunnels under the Downs for 620 yards, emerging near that part which bears the euphonious but inexplicable title of "High Hat." Then it turns northward, descending by gentle gradients to—

### Whitwell,

the station at which village serves also for Niton. The view westwards is very delightful. Whitwell is a pleasantly situated spot, with a *Church* of more than ordinary interest. It possesses a double chancel, and was, indeed, at one time, two separate chapels—that to the north, dedicated to St. Rhadegund, belonging to the parish of Gatcombe; the other being a chapel of ease to Godshill.

Close to the station is the Yarborough Arms Hotel.

A run of two and a half miles through pleasant pasture land brings us to—

### Godshill.

[*Hotel : Griffin.*]

Never was a place more happily named. The picturesque church is set on a hill and seems to cast at once its shadow and its sanctity on the cottages which cluster round it. The Church is not a part of the village, it is the village, in the sense that the latter is inconceivable without it. The church tower dominates the landscape. Tradition has it that the foundations were first laid at the foot of the hill, but invisible hands at night removed them to the top. Hence we have "God's Hill" and the "Devil's Acre." The *Church* was one of the six given by William Fitz-Osborne to the Norman abbey of Lyra, and was probably founded by him. *Visitors are expected to contribute sixpence each towards the restoration fund.* The present building dates from the first part of the fifteenth century. The interior contains numerous memorials of the Worsley family, of Appuldurcombe, and also a replica of Rubens' famous

“Daniel in the Lion’s Den.” At **Merstone Junction** we join the line from **Sandown** (see p. 89) and quickly reach **Newport**, the great railway centre of the Island.

### Cycling Routes from Ventnor.

- I. To **Ryde** *via* **Wroxall** and **Newchurch**, back *via* **Brading**, **Sandown** and **Shanklin**.—Total distance about twenty-five miles. See pp. 44-45.
- II. To **Freshwater Bay**, *via* **Chale**, **Shorwell** and **Brixton** (twenty miles, single journey only). Leave town by Undercliff



*J. Milner Brown,*

*[Shanklin.]*

### GODSHILL.

Road and continue past St. Lawrence and Undercliff Niton to Blackgang and Chale. At church turn to right for one and a half miles to Chale Green (Star Inn). Hence follow Route VI. under **Shanklin** (see p. 107).

- III. To **Yarmouth** (twenty-two miles). Same as Route II. as far as Afton Farm, where turn right instead of left.
- IV. To **Newport** *via* **Whitwell** and **Godshill** (eleven miles). The new road between Ventnor and Whitwell has robbed this route of its former terrors, but it still requires care, and entails some toil. Instead of proceeding to St. Lawrence as formerly, walk up the Zigzag Road and follow its convolu-

tions to the fork, when bear to left up steep ascent to junction of roads, when Whitwell will be seen below, and the road is unmistakable. Almost due north to Godshill, following the course of railway. Thence as Route V., p. 106 IVA. There is another route to **Godshill** *via* Whitely Bank, for which proceed due north from top of Zigzag Road, and continue through Wroxall, turning left at Whitely Bank for Godshill.



J. Milman Brown,

STILL WATERS.

[Shanklin.]



*F. Frith & Co., Ltd.,*

*[Reigate.*

ARCHED AND STAG ROCKS, FRESHWATER BAY.

## SECTION V.

### THE FRESHWATER PENINSULA.

**F**UT for the narrow stretch of shore at Freshwater Bay, the western end of the Island would be completely insulated by the River *Yar*, which has its source so close to the Channel that, as Thorne says, "in stormy weather the sea has been seen to break over the narrow ridge of separation and mingle its salt waves with the fresh waters of the river-head." Hence, perhaps, the name "fresh water." The stream flows almost due north, forming for two-thirds of its course a broad estuary, which at high tide is passable enough, but best not seen under other conditions. In fact, there would seem to be an opportunity for doing here on a smaller scale what has already been successfully accomplished at Brading, though it is more than doubtful whether the land so reclaimed would repay the expense. When the mud banks of the *Yar* have been described, all has been said that can

be said against this hitherto secluded western peninsula, hallowed for ever to English-speaking races by its long association with the late Poet Laureate.

An American writer has well said (*Century Magazine*, December, 1897) :

“ If Freshwater has suffered somewhat since Tennyson went to live there, it is infinitely richer for the legacy he has left it. His memory exalts all that is permanent of its old beauty. The village has altered, but the beautiful swelling downs remain ; the little sedge-embroidered Yar still makes seaward as it did half a century of summers ago ; and at Farringford, the poet’s home, all remains as he left it. The personal memories which still linger in the neighbourhood must die out one by one as the people of his time pass away ; but meanwhile his portrait hangs in most of the old cottages. The village folk have quaint personal recollections of the great man who lived among them wrapt in a sort of mystery, and a few of those who were privileged to be his intimate friends still reside in the neighbourhood.”

There is every indication that as time goes on Freshwater will become another Stratford-on-Avon, drawing pilgrims from all parts of the world. Tennyson himself would hardly have desired this, and during his lifetime was certainly at no pains to conceal his repugnance to anything of the kind, but the penalties of greatness have to be paid.

Yarmouth is the port of entrance to this delightful region of bracing uplands and leafy by-ways, but Freshwater, where the railway terminates, must be considered its capital.

### Lymington to Yarmouth.

Though not used to anything like the same extent as the routes to Ryde and Cowes, there is a good deal to be said for this service, and it is an undoubted convenience to visitors from the West of England. The boats run in connection with the principal trains from Waterloo ; the route from London being the same as for Cowes as far as Southampton, but instead of running to the *Docks* station at that town, the trains proceed to *West End* ; and after skirting Southampton Water run through the beautiful New Forest to **Brockenhurst** (see our companion *Guide to Bournemouth and the New Forest.*) Through carriages for **Lymington** are attached to the principal trains from London, thus saving the change at Brockenhurst. The steamer pier at Lymington adjoins the station. The actual sea passage, after the vessel has threaded the shoals, is very short. If the proposed Solent Tunnel

(see p. 4) is constructed this route will be much more used.

The visitor may also reach Yarmouth and Freshwater *via* Ryde or Cowes, by means of the Newport-Freshwater branch of the Central Railway. One train from Victoria enables the through journey to be accomplished all the year round in about four hours.

## YARMOUTH.

**Places of Worship**, with the hours of service on Sundays :—

St. James's Church	—11.0 and 6.30.	Wesleyan	—10.30 and 6.0.
Baptist	—10.30 and 6.0	Bible Christian	—10.30 and 6.0.
Brethren	—3.0 and 6.0.		

**Hotels**.—*Pier*, Quay Street; *Bugle*, The Square; *King's Head*, Quay Street  
Several Refreshment Rooms.

**Post Office** at grocer's shop in Quay Street.

**Railway**.—Yarmouth is placed within easy reach of all parts of the Island by a station on the line running from Newport to Freshwater.

**Carriages** are generally waiting outside the station.

**Boating and Bathing**—good.

### DISTANCES BY ROAD.

	Miles.		Miles.
Alum Bay (by coast 5)	4 $\frac{1}{2}$	Newport	...
Freshwater Bay	3 $\frac{1}{2}$	Cowes	...
Totland Bay	2 $\frac{3}{4}$		11 $\frac{1}{2}$

There is not much to see in Yarmouth, but what there is is worth seeing, for the town has a historic past, with which its antiquated air is quite in keeping. It received its first charter as long ago as 1135, and has twice experienced the felicity of being burnt by the French. The **Castle**, a portion of which still stands on the eastern side of the harbour, was erected by Henry VIII. to prevent further attentions of the kind. It is now leased by the Commissioners of Woods and Forests to the proprietor of the **Pier Hotel**. Yarmouth was one of the "rotten boroughs" disfranchised by the Reform Act of 1832. From the year 1304 it sent two representatives to Parliament—elected sometimes by as many as nine voters, at others by only two. It was "near Worsley's Tower in Freshwater Isle, a little beyond Yarmouth Haven," that Charles I. and his attendants waited on the dreary shore for an hour, before being placed on board the small sailing vessel which conveyed them across the Solent to his temporary prison in Hurst Castle.

The **Church**, with its ungainly tower, was erected by

public subscription about 1614. A brief, dated 1611, sets out that from the period of the destruction by the French in 1377 "there remains only the ruined chancel of one of the churches, and the town being unable from its own resources to erect and fit a 'decent church,' the charitable



J. Milman Brown,

[Shanklin.

THE HOLMES STATUE, YARMOUTH CHURCH.

devotion and liberal contribution "of the King's loving subjects throughout the realm is requested towards the new building and re-edifying of the said Church of Yarmouth."

There is little of architectural interest in the church, but

it is frequently visited on account of the colossal white marble **Statue of Sir Robert Holmes**, in the tiny chapel to the south of the chancel.

Holmes is Yarmouth's hero, and his career may be commended to historical novelists in search of a new theme. Of Irish descent, he commenced life as a soldier of fortune, serving in the navy after the Restoration. His plucky capture of a Dutch vessel off the coast of Guinea supplied the gold from which the first *guineas*—so named in consequence—were coined. Dryden, in his *Annus Mirabilis*, refers to

"Holmes, the Achates of the General's fight,  
Who first bewitched our eyes with Guinea gold."

His exploits in Africa, America, and the Baltic led to his knighthood. He was Captain of the Wight from 1667 to 1692. The best tale told about him is connected with this very statue. Even a poor judge of such things can see at a glance that this is no ordinary piece of work. It is said that the unfinished statue was intended to represent Louis XIV., and was being conveyed by the sculptor in a French ship to Paris, in order that the artist might model the head from the living subject. Holmes captured the vessel, and conceived the brilliant idea of compelling the artist to complete the work with his (the Admiral's) likeness, instead of that of *le Grande Monarque*. The old fellow seems to wear a grim smile as he thinks of the joke, but as the head is undoubtedly of inferior workmanship to the body, the artist may have felt that he had his revenge.

The **Pier Hotel** (formerly the *George*), occupying the site of Holmes's historic mansion, has recently undergone extensive alteration, a new front wing facing the pier having been added, and the hotel adapted generally to present-day requirements. The lawn provides a pleasant outlook across the Solent; and there is access from it to the old Castle. This improvement, and the pretty **Solent Yacht Clubhouse** on the opposite side of the pier, have made the approach to Yarmouth by water much more attractive than formerly. The harbour affords capital shelter to small yachts, and yachting men now enjoy the hitherto unobtainable advantages of a good hotel and a convenient clubhouse.

Unassuming, but powerfully-equipped, forts crown most of the heights hereabouts, and *Tommy Atkins* is in conse-

quence a familiar figure. We are not in the secrets of the War Office, but we should conjecture that this corner of the Island is about the most carefully defended portion of our coasts, as, indeed, it needs to be considering its proximity to Southampton, and to the great naval arsenal and dock-yards at Portsmouth. Every acre of the bed of the sea is mapped out, and it is only necessary for the officer in charge of the forts to touch a key to explode submarine mines that would blow up a whole fleet. Even if the enemy escaped the mines, he would have to run the gauntlet of the long lines of forts that command the Solent on both sides for its entire length.

### The Causeway

[**Tolls** : Pedestrians, 1d. ; carriages and cycles, 3d. ; motor-cars, 6d.]

is gained by a drawbridge over the Yar. There must be at least a quarter of a mile of it, and the prospect at low tide probably inspired the remark of that American visitor who described Yarmouth as "the scrapings of the pot of creation." It is very interesting to stand on the bridge and watch the great liners and other craft making for Southampton.

### YARMOUTH TO FRESHWATER.

If a train is due we can save a not particularly interesting walk to Freshwater village. Brakes also run : fare one shilling. Those who walk must keep over the causeway to—

### Norton,

a cluster of villa residences on the western side of the Yar, with a rural post office.

Colwell Bay can be reached if desired by bearing to the right and following the military road round the shore.

Our road bears left, and steadily ascends. We shall probably remark that Yarmouth looks better at a distance. At the first cross-roads, turn right for Colwell Bay, Alum Bay, and Totland Bay, but for Freshwater keep straight on. The roads hereabouts are somewhat confusing, and if any doubt is felt we advise early inquiry.

FRESHWATER BAY.  
**SAUNDERS' TEMPERANCE HOTEL**  
AND FIRST-CLASS BOARDING ESTABLISHMENT.  
FACING THE SEA AND DOWNS.

Nearest Hotel to Galt Links, Tennis, Bowls.  
Highly recommended.



Every Home Comfort, combined with  
Moderate Charges.

Easy access to all parts of the Island. Special Train from Waterloo  
via Lymington.  
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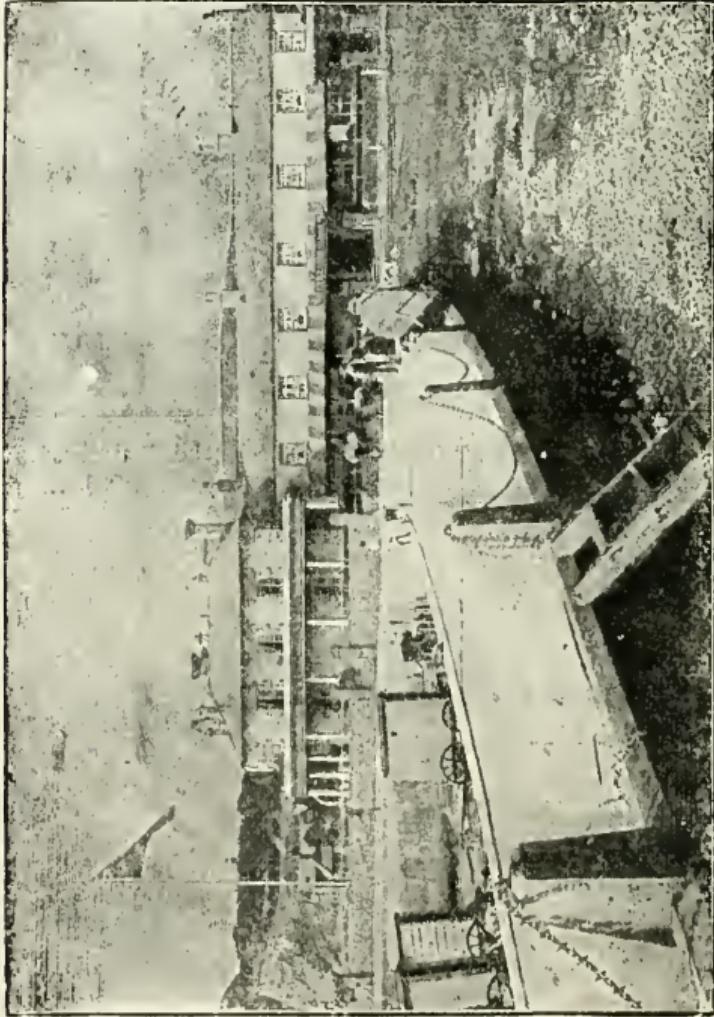
# ALBION HOTEL,

This Old Established Family Hotel is Delightfully Situated

Facing due South and the open Sea.

Close to the Golf Links, and within a pleasant walk of the Needles.

Freshwater affords easy access to all parts of the Island and places of Interest.



The air in this part of the Island is bracing, and as a Health Resort for Summer or Winter has been pronounced by eminent physicians unsurpassed by any in England

---

TARIFF ON  
APPLICATION.

**FRESHWATER BAY, ISLE OF WIGHT.**

## FRESHWATER.

**Omnibuses** from Railway Station to *Totland Bay* or *Freshwater Bay*, sixpence; to *Alum Bay*, one shilling.

**Places of Worship**, with the hours of service on Sundays:—

<i>All Saints' Church</i> —11.0 and 6.30.	<i>Roman Catholic</i> —9.0, 10.30, and 6.0.
<i>Congregational</i> —11.0 and 6.30.	<i>Wesleyan</i> —11.0 and 6.0.
<i>Plymouth Brethren</i> —11.0 and 6.0.	

Freshwater is fast increasing in importance, and with its numerous outposts—*School Green*, *Pound Green*, *Norton Green*, and the rest—is almost entitled to rank as a town. It is important to say at once that it is situated at least a mile inland, and must not be confused with Freshwater Bay, its extension on the coast. The principal hotels are at the latter place, but comparatively inexpensive apartments are to be had in the village and the surrounding hamlets. A proposal was made, but has now apparently lapsed, to carry the railway further westward to *Totland Bay*. Meantime, Freshwater enjoys the distinction of being the terminus. Those who have only a few hours to spare and wish to see something at least of all the places of note in the locality, cannot do better than hire a carriage. The pedestrian is likely to lose time in finding his way, and our impression is that the cyclist will not appreciate either the surface of the roads in places or their sudden turns.

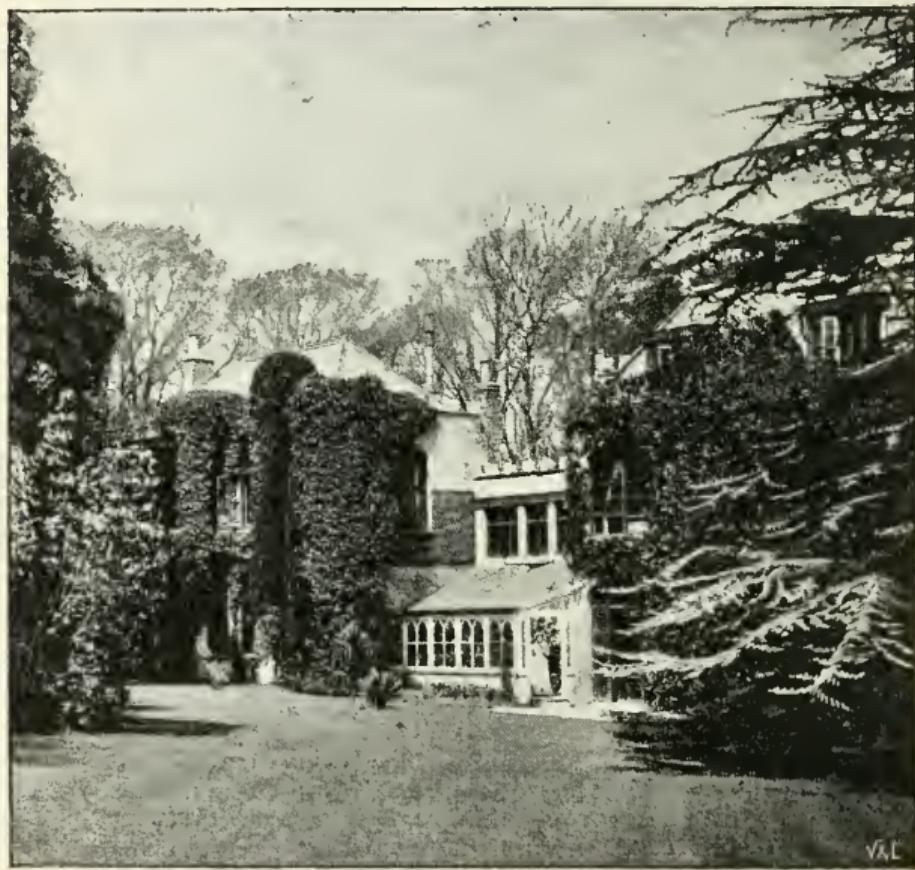
The parish **Church** of Freshwater is about a quarter of a mile from the railway station, the tower looking down on the sleepy village street. From the exterior one would never judge the building to be of any great antiquity, but it was one of the six given by William FitzOsborn to the *Abbey of Lyra*. In 1873 new aisles were erected and the chancel extended, thus almost enclosing the older building. The tower is thirteenth-century work, the battlemented portion being probably added some two centuries later. It contains a melodious peal of six bells and a striking clock. The Norman doorway of the north porch is conjectured by Mr. Percy Stone to have been the chancel arch of the first building erected on the site. A tablet commemorates *Lionel Tennyson*, who was born at Farringford, and died on his way home from India in April, 1886.

“In haunts of jungle-poison'd air, The flame of life went flickering down”

The beautiful statue of St. John, by Miss Mary Grant, near the communion table, was also erected by Lord and Lady Tennyson in memory of their son. Later, Lady Tennyson was herself laid to rest in the churchyard.

### Farringford,

where Tennyson came to live in 1852, and where so much



*A. Debenham, J.*

*[Ryde.]*

### FARRINGFORD.

of his best work was done, stands in a leafy lane, close to Stark's Hotel, which any one will point out. The house is almost completely hidden from the road by elms and firs. "While not possessing any architectural pretensions," says Dean Church, "the house has something singularly attractive about it. Not the least of its charms are the creeping plants which clothe it from roof tree to foundation with a

mantle of green." In front stands an enormous ilex, and it is easy to understand how in winter the poet loved

"To trace  
On paler heavens the branching grace  
Of leafless elm or naked lime ;  
And see my cedar green, and there  
My giant ilex keeping leaf,  
When frosts are keen and days are brief.'

His well-known invitation to Maurice to come

"Where, far from noise and smoke of town,  
I watch the twilight falling brown,  
All round a careless-order'd garden,  
Close to the ridge of a noble down,"

was written just after Maurice had been expelled from his professorship, and would be in a mood to appreciate a spot where

"You'll have no scandal while you dine,  
But honest talk and wholesome wine,  
And only hear the magpie gossip,  
Garrulous under a roof of pine.

For groves of pine on either hand,  
To break the blast of winter, stand ;  
And further on, the hoary Channel  
Tumbles a billow on chalk and sand."

A small black gate gives on to a lane running through the estate, and in a few hundred yards this is crossed by a rustic bridge, known now as **Tennyson's Bridge** (see illustration on p. 205), where the poet would often stand and meditate.

### FRESHWATER BAY.

**Hotels.**—*Freshwater Bay, Albion, and Saunders' Temperance*, facing sea ; *Stark's*, at Easton, towards Freshwater village.

**Bank.**—*Capital and Counties*.

**Bathing.**—Fair. There are a number of machines.

**Golf Clubs.**—*The Needles* (links at Alum Bay), and *Freshwater* (links on Afton Down). Both nine-hole courses.

"Our young sea village" is as delightful and bracing a spot as one could wish to settle in. Building is proceeding apace, but casual visitors must not infer from the apparent newness of the majority of the villas that they are all the growth of the last year or two. The air is so transparently clear, so free from smoke and grime, that it seems to be a matter of some difficulty to tone the houses down to a

respectable dulness. Some of the gardens are entrancingly pretty.

The beautiful, though tiny, bay is unlike anything else in the Island. Evidently at one time it was non-existent, and the towering cliffs presented an unbroken front to the ocean. Now the former boundary is marked by huge half-sunken rocks over which, when the wind is in the right quarter, the surf dashes wildly. This is the spot to stand—

“ Listening now to the tide in its broad-flung shipwrecking roar,  
Now to the scream of a madden’d beach dragged down by the sea.”

**Freshwater Cave**, beneath the redoubt on the western side of the bay, can be explored at very low water. It is about a hundred and twenty feet in depth and thirty in height. The celebrated **Arched Rock** and the **Stag Rock** cannot fail to be seen. They undoubtedly once formed part of the cliff, and it is curious to notice how the little patch of grass on the top of the latter still survives.

## EXCURSIONS FROM FRESHWATER BAY.

### DISTANCES.

	Miles.		Miles
Freshwater Station . . . . .	1	Colwell Bay . . . . .	2
Alum Bay . . . . .	2½	Yarmouth . . . . .	3½
Totland Bay . . . . .	2	Ventnor ( <i>via</i> Brixton) . . . . .	20

### I.—TO THE NEEDLES AND ALUM BAY BY BOAT.

A trip hardly to be equalled anywhere round our coasts, except at Flamborough Head, can be had by sailing from Freshwater Bay, round the Needles, to Alum Bay, or at least as far as Sun Corner. The steamers doing the trip round the Island often come very close inshore, but to fully appreciate these majestic and dazzling chalk cliffs more leisure is required. Needless to say, wind and tide must be carefully watched, and it would be madness to venture out without someone possessing knowledge of local currents. **Neptune's Cave**, two hundred feet deep; **Bar Cave**, ninety feet deep; **Frenchman's Hole**, so called because a fugitive Frenchman once concealed himself in it, and was starved to death; **Lord Holmes's Parlour** and **Kitchen**, in the former of which,



Photograph Co., Ltd.,]

FRESHWATER BAY.

[London]

tradition says, the gallant admiral entertained his guests, while he kept his wines in the other ; **Roe Hall**, six hundred feet in height ; and two singularly shaped masses of chalk, named the **Wedge Rock** and **Old Pepper Rock**, are passed in succession. **Main Beach** is the name given to the lofty cliffs at the western extremity. The **Grand Arch** (200 feet) is one of the finest natural arches on our coasts. The cliffs are the haunt of countless sea-birds—herring-gulls, puffins, razorbills, guillemots, &c.—though we fancy their numbers have considerably decreased of late. The best time to see them is in May, when the birds are building. The natives descend the face of the cliff by means of a rope attached to an iron bar firmly driven into the ground, and thus collect the eggs. A ludicrous incident connected with **Scratchell's Bay** is furnished by the tradition that John Baldwin, of Lymington, having heard his wife threaten to dance over his grave, in his will ordered his corpse to be thrown over the cliffs here into the sea, a direction which was literally carried out.

We round the **Needles** (see p. 158), with the Lighthouse on the furthest point, and, veering eastward, are in the comparatively smooth waters of **Alum Bay**. The long and fairly regular stretch of white cliffs is succeeded near the pier by the well-known series of coloured sands.

## II.—TO AFTON DOWN, COMPTON BAY, &c.

No directions are necessary. Climb the cliff on the eastern side of the bay, and proceed as far as you care to go. You will not readily turn back. The views, especially over the Solent, with the New Forest as background, are superb. The road can be used by light vehicles. At Brook Point is the **Pine Raft** (see p. 141).

## III.—TO THE TENNYSON CROSS, THE NEEDLES, AND ALUM BAY.

At the entrance to Freshwater Bay Hotel, keep straight on. Opposite the Redoubt a footpath will be seen. After a short climb are are on “the ridge of a noble down,” hitherto known as **High Down**, but more often referred to now as “**Tennyson's Down**.” The view embraces at least half the Island, from Cowes on the one hand to St. Catherine's on

the other, and a considerable portion of the opposite coast. It is interesting to contrast the pleasure craft frequenting the narrow Solent with the great ocean-going vessels making for Southampton and London. Hurst Castle, with the long projecting beach at the edge of which it stands, seems to lie at one's feet. Forts are seen on every hand. In the hollow beneath, a glimpse is had of Farringford House.



B&C  
J. Milman Brown, J.

[Shanklin.

THE TENNYSON CROSS, FRESHWATER.

"Thou bring'st the sailor to his wife,  
And travelled men from foreign lands."

The Tennyson Cross stands on the spot formerly occupied by the Nodes Beacon. It is of Cornish granite, and nearly thirty-eight feet high. An inscription on the east face runs :

"In Memory of  
ALFRED LORD TENNYSON  
this Cross is Raised.  
A Beacon to Sailors.

By the People of Freshwater and other Friends  
in England and America."

The monument was unveiled on the 8th of July, 1897, by Dean Bradley, accompanied by the late Archbishop of Canterbury. In fair days and foul Tennyson was accustomed to make a daily pilgrimage to this spot. He would sit for hours gazing out to sea, his big, black, broad-rimmed hat and his military-looking cloak wrapped about the tall, bent form, making him a picturesque figure, familiar to every one in the vicinity of his beloved home.

After another two miles further progress is barred by the omnipresent "W. D.," which, being interpreted, means War Department. The fort that stands on the outmost edge of the cliff, directly above the Needles, has been found to be insecure, and another more modern and powerful one has been erected farther back. We prefer the view of the Needles from near the first-named fort to any other. The name Needles is derived from a tall, slender pinnacle about 120 feet high, which fell in 1764. Two pictures dating from the middle of last century exist in which it is shown.

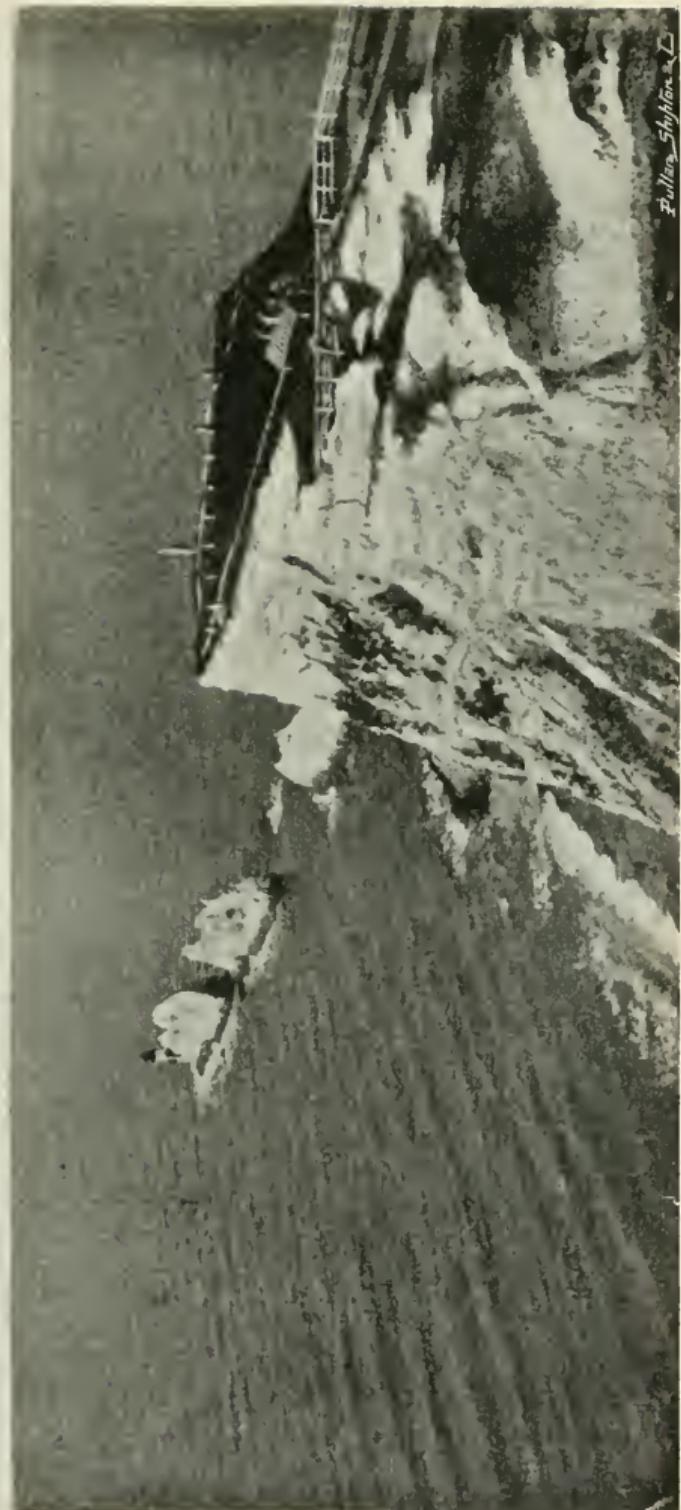
Turning to the right we drop down into—

### Alum Bay.

[*Hotel : The Needles.*]

This spot has the somewhat singular property of looking different every time one sees it. In the sunlight, with the waves sparkling and the hues of the coloured cliffs intensified, Alum Bay makes one impression ; seen again, when clouds lower, and the wind whistles down the gully, when the purple heather has turned to brown and the old pier creaks as the breakers dash upon it, Alum Bay is another place entirely. The **Cliffs** are best seen from the deck of a steamer. We cannot do better than quote Englefield's description :

"The tints of the cliffs are so bright and so varied that they have not the aspect of anything natural. Deep purplish red, dusky blue, bright ochreous yellow, grey nearly approaching to white, and absolute black, succeed each other, as sharply defined as the stripes in silk ; and after rains, the sun, which, from about noon till his setting, in summer, illuminates them more and more, gives a brilliancy to some of these nearly as resplendent as the bright lights on real silk."



*J. Milman Brown.*

THE NEEDLES.

*Puller, Shylock & C.  
J. Shanklin.*

Thousands of excursionists come here from Bournemouth and Southampton and from various parts of the Island in the course of a year. In the wooden house by the pier light refreshments can be obtained, together with *souvenirs*, in the shape of paper-weights and ornaments filled with the coloured sands. The **Needles Hotel**, at the head of the ravine, is comfortable; special arrangements are made for parties.

### Headon Hill,

which separates Alum and Totland Bays, rises to a height just short of four hundred feet. Its rounded form is generally heather-clad. An attractive residence of the bungalow type stands on the slope, facing the hotel, and at the summit there is the inevitable fort.

It is possible at low tide to scramble round Heatherwood Point to **Totland Bay**, but this is not advised, the path over the brow of the hill affording a safer and far more enjoyable route. Those who drive must perforce turn inland and take the road skirting the east side of the hill.

### Totland Bay.

**Approach** (*vide hotel prospectus*): "The most direct way to Totland Bay is by the L. and S. W. Railway, from Waterloo Station *via* Lymington. Passengers arrive at Yarmouth (which is a short drive from Totland Bay) by steamer, but during the summer months, and at Easter and Whitsuntide, the L. and S. W. steamers run to the Totland Bay pier also. An omnibus for Totland Bay during the winter months and carriages all the year round, attend the arrival of steamers at Yarmouth."

**Hotel.**—*Totland Bay*.

**Omnibus** to and from Freshwater station, four times daily, sixpence.

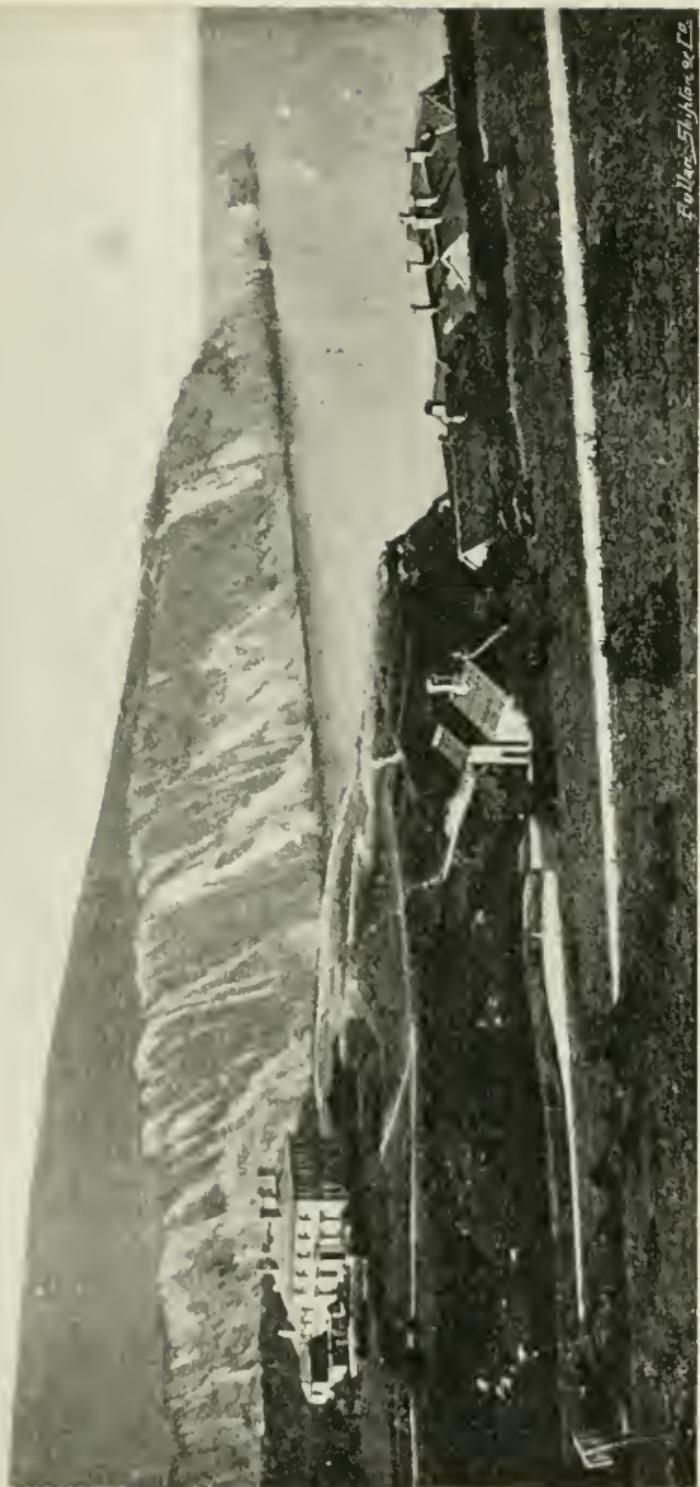
**Steamers** come from Yarmouth and other parts of the Island, and from Bournemouth, Southampton, Portsmouth, &c.

**Bathing, Boating, and Fishing**—good.

### DISTANCES.

	Miles.		Miles
Alum Bay . . . . .	1½	Carisbrooke Castle . . . . .	11
Freshwater Station . . . . .	1½	Newport . . . . .	12
Freshwater Bay . . . . .	2	Cowes . . . . .	16
Needles . . . . .	2	Ryde . . . . .	19
Yarmouth . . . . .	3	Ventnor . . . . .	20

Totland Bay, with its imposing hotel, is rapidly increasing in popularity, and if the railway ever comes to it, will doubtless develop into a considerable town. The air is



F. N. Broderick & Co. Ltd.

ALUM BAY.

F. N. Broderick.]

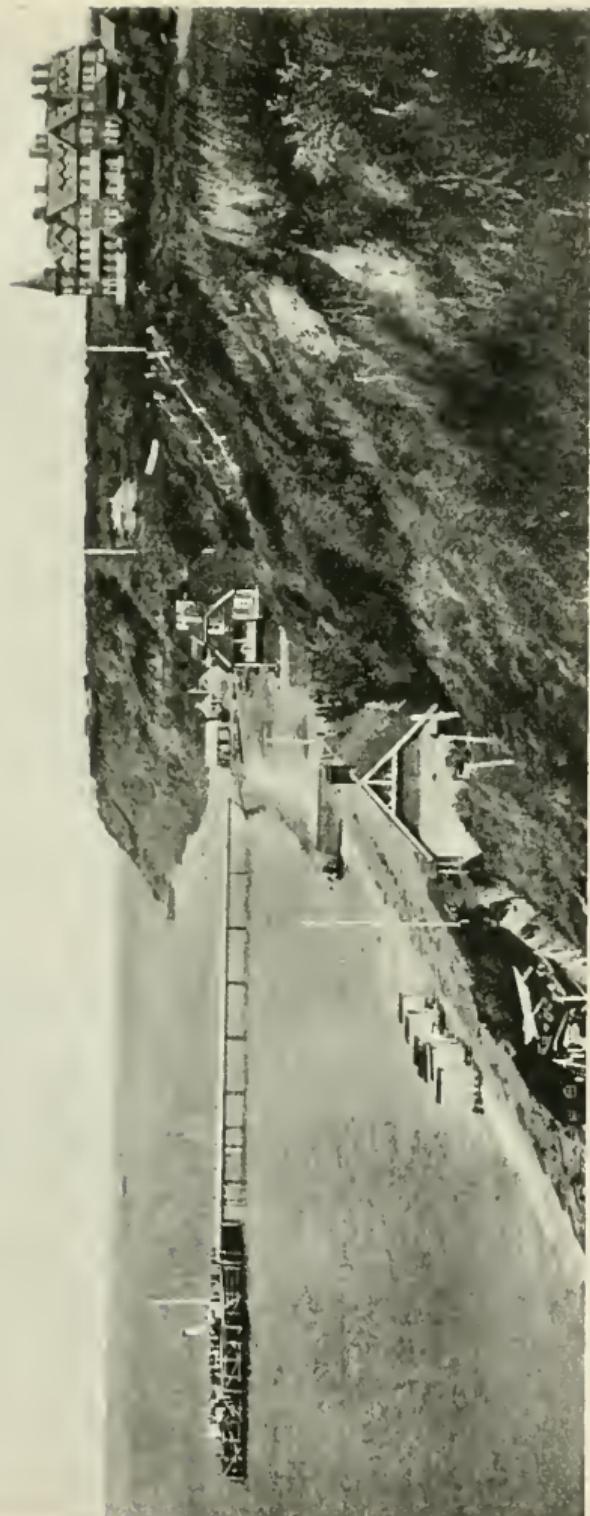
peculiarly bracing, and though partaking of the softness of that of the Undercliff, has none of its relaxing qualities. This is not surprising when one considers that, as the hotel advertisement puts it, Totland Bay has "four thousand miles of ozone constantly pouring upon it," it being possible to draw a straight line that distance across the Atlantic without touching land. The *clientèle* of this modest watering-place is of a distinctly distinguished kind. The late Archbishop of Canterbury was for years one of the most regular of summer visitors. Artists come on account of the beautiful atmospheric effects, the unrivalled land and seascapes, and the gorgeous sunsets. The bay is well sheltered and affords exceptional advantages for yachting and boating, while the sands are remarkably white and firm. There are a few bathing machines and a small pier, the latter the property of the hotel company. By means of the excursion steamers that call so frequently during summer, or by taking 'bus to Freshwater station, the tourist can easily reach any part of the Island. The only buildings requiring mention are the *Church* (erected 1875), with its attractive schoolhouse, the convenient *Refreshment and Reading Rooms* attached to the bathing establishment on the sands, and the puzzling red-brick structure that stands on the point nearest Hurst Castle, and forms so prominent an object in the view from the cliffs or the steamer. This isolated building is principally used, we believe, in connection with the testing of torpedoes.

The narrow strip of pine-screened greensward at the top of the cliff is known as the **Turf Walk**.

At the neighbouring watering-place of—

### Colwell Bay

good bathing is to be had, and those who like an unsophisticated and out-of-the-world place might do worse than give it a trial. There is a small hotel (*Colwell Bay*) about a quarter of a mile from the sea, and apartments can be secured in private houses by arranging beforehand. Geologists will find much to interest them in the neighbouring cliff sections, and fossils are fairly numerous.



*F. Frith & Co., Ltd.,*

TOTLAND BAY.

[Reigate.]

## ALONG THE DOWNS FROM FRESHWATER TO CARISBROOKE.

The pedestrian will find few walks in the Island to equal this. The views all along are superb. It can be commenced from any of the places described in this section, but we will assume that the start is made from Freshwater Bay. **Afton Down** (415 feet) is first ascended, and in about three miles from the bay we reach the summit of **Brook Down** (496 feet). There are numerous barrows hereabouts, but they are of no great interest except to antiquaries. A steep descent conducts to a bend of the Ventnor road, which we cross, and ascend the opposite slope to **Mottistone Down**, 667 feet ("Longstone" close by, *see* p. 140). In a mile and a half we cross another lane leading from Calbourne (left) to Brixton (right), and follow a cart track up to **Brixton Down** (701 feet), which though by no means, as is sometimes stated, the highest point in the Island next to Boniface and St. Catherine's, is, from its central position, in some respects a better view-point than either. The whole length of the Island from the Culver Cliff to Freshwater is commanded. The path running eastward from the summit is presently merged into an old Roman road, which will lead either to Idlecombe Lane (bear left, with Bowcombe Down on left) and so to Carisbrooke; or we can keep on the ridge of **Bowcombe Down**, near the race-course, and descend into the Calbourne and Carisbrooke road, turning right for the latter place.

Train may be taken back to Freshwater from either Carisbrooke or Newport.

Needless to say, this walk admits of numerous variations, but it deserves to be taken, in part at least, by every visitor to the Island.



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A useful Suit in blue Serge, braided in black, can be worn open or closed, the Vest is of White Face Cloth in three folds, hand embroidered,

**7½ Guineas.**

*Isle of Wight, to face p. 165.]*



W. U. Kirk & Sons,

[Cowes

"THE PLATFORM," R. Y. S., COWES.

## SECTION VI.

### COWES AND NEWPORT.

#### Southampton to Cowes.

**M**ANY travellers by this route take advantage of the option given them by the railway company to break the journey at **Southampton**. The old town, with its wealth of interests both past and present, is well worth seeing. The chief objects of antiquarian interest in the town itself are the **Bar Gate** at the head of High Street, the **Town Walls**, and the ancient red-tiled house in St. Michael's Square known as **Henry VIII.'s Palace**. There are several fine parks, an extensive common, and a promenade round the Western Bay. The beautiful **New Forest** is within easy reach by road or rail. But it is of course as a great shipping centre that Southampton is chiefly noteworthy. If the visitor can get permission to look over the **Docks**, especially the *Empress Dock*, where the largest vessels afloat can be accommodated at any hour of the day or night, and the new *Graving Dock*, the largest single graving dock in the world, he should by all means do so. Southampton has the almost unique advantage of a double tide, with practically four hours of high water daily, so that the largest vessels afloat can be accommodated at any hour.

Leaving the Royal Pier, near the Docks station, we steam down **Southampton Water**, noting Hythe and its long pier on the right, and on the left, nearly hidden by trees, the picturesque ruins of **Netley Abbey**, with the **Hospital** close by. As we leave the estuary, we pass **Calshot Castle**, on the right, and **Calshot Light** (interesting as one of the points which the yachts have to round in the regattas) on the left. Arrangements have recently been made to close Southampton Water against hostile vessels, in case of war, by means of a boom. As soon as danger threatens five gunboats will moor in a line off Calshot Castle. The entrance will be barred by a network of wire hawsers with heavy baulks of spiked timbers, and numerous submarine mines will run from ship to ship. These form the boom, which is so constructed that it cannot be jumped by torpedo craft, although friendly vessels will be able to pass and obtain safe anchorage. Without any perceptible change of course, we cross the Solent to the pontoon at **Cowes**, whence the packets make their way to Ryde. The passage from Southampton takes about an hour. The view of Cowes from the water, especially if there be a number of yachts in the foreground, is very beautiful.

It is a walk of two or three minutes from the pontoon at Cowes to the railway station, whence trains run to Newport, and from thence to Freshwater ; to Ryde, Sandown, &c. ; and by the new direct route to Ventnor. Holders of through tickets have their luggage conveyed free of charge from pontoon to station. The handbook of the Cyclists' Touring Club recommends Cowes as a landing-place in preference to Ryde, as it has the advantage of being on the level, while at Ryde there are steps to climb.

## COWES.

**Hotels.**—COWES : *Marine, Gloster, and Globe*, on the Parade. *Fountain*, High Street.

EAST COWES : *Royal Medina*, near Floating Bridge ; *Prince of Wales*, opposite "Prince of Wales' Gate," Osborne. For Tariffs see Introduction.

There are several excellent *Restaurants*.

**Banks.**—*Capital and Counties* and *London and County*, High Street.

**Boating**—excellent. Boats can be taken up the Medina as far as Newport.

**Bathing**—indifferent. Machines near Egypt Point.

**Climate.**—See p. 15.

**Clubs.**—*Royal Yacht Squadron*, Cowes Castle, *Royal London Yacht Club*, *Island Sailing Club*, and others.

**Ferries.**—The *Floating Bridge* runs between Cowes and East Cowes every ten minutes until 10.0 p.m. Fare one halfpenny. Cyclist and machine, three-halfpence. A *Steam Launch* also runs from the pier in connection with the steamers, and crosses to the East Cowes pontoon.

**Places of Worship**, with the hours of service on Sundays :—

### COWES.

*St. Mary's Church*—8.0, 11.0, 3.0, and 6.30.

*Holy Trinity Church*—11.0, 3.30, and 6.30.

*Congregational, Free Methodist, Primitive Methodist, and Wesleyan*—all at 11.0 and 6.30.

*Baptist*—10.30 and 6.30.

*Roman Catholic*—8.30, 10.30, and 6.30.

## EAST COWES.

<i>St. James's Church</i> —11.0 and 6.30.	<i>Congregational</i> and <i>Wesleyan</i> —11.0
<i>Bible Christian</i> —11.0 and 6.30.	and 6.30.

**Population** (1901).—8,654.

**Post Offices**, 73, High Street, Cowes, and High Street, East Cowes.

**Railway Station**.—Just off High Street. *See p. 168.* MILL HILL station (quarter of a mile distant) serves the southern part of Cowes, and is equally convenient for the Floating Bridge.

**Steamers**.—Briefly, the trips to Bournemouth, Weymouth, Brighton, Round the Island, &c., given in detail under Ryde (pp. 41-2) are all available from Cowes, but fares will in some cases differ slightly, and an allowance of about half an hour should be made for the journey between Cowes and Ryde.

To SOUTHAMPTON.—There is a regular daily service, boats leaving about every two hours, and numerous special trips. Return fares (after 11.0): main cabin, 1 6; fore, 1/-.

To RYDE.—About six boats daily. Return fare (after 11.0): main cabin 1 3; fore, 1/-.

The Regatta, held the first week in August, has made Cowes famous the world over, but except during the season there is not a great deal to interest the visitor. The town is divided into two parts—known as Cowes and East Cowes—by the river Medina, which here attains a considerable width. East Cowes has the advantage of aristocratic connections: Osborne House, Norris Castle, and other stately mansions being just within its borders, but in spite of recent improvements, nobody is likely to visit the place for itself. Cowes has two redeeming and altogether admirable features, its sea-front and the cliff road which runs above it; but the streets of the older part of the town are narrow and tortuous, and the houses, except those facing the sea, are not specially attractive. There are some excellent shops, yachtsmen being to all appearance their principal patrons. Some well-known and influential establishments in the West End of London find it to their advantage to be represented here. Being the chief—one might almost say the only—port of the Island, Cowes is always more or less busy, and the trail of the seafaring man is everywhere noticeable.

On landing from the steamer by the new Pier a turn to the right brings you at once to the most attractive part of Cowes. Arrivals by railway from other parts of the Island turn rightward from the station into High Street. Follow this devious thoroughfare rightward until you pass the attrac-

tive studio of Messrs. W. U. Kirk & Sons, the well-known yachting photographers, where the road debouches into a broad, open space overlooking the sea, with the embowered balconied houses of PARADE TERRACE for background, the picturesque **Marine Hotel** a little to the right, and the **Gloster Hotel** to the left. This is—

### The Parade,

which in recent years has been improved almost beyond recognition. The view across the Solent, especially when the roadstead is crowded with yachts and boats, and launches are darting in all directions, is as animated as one could desire. There are numerous seats, a bandstand, with lavatories beneath; and the stone balustrade which protects the promenader from an unwished-for ducking seems to have been designed by some intelligent observer of mankind for the express purpose of supporting the elbows of the nautical lounger. The Esplanade has recently been still further extended in the direction of the Harbour. In a prominent position at the entrance to the Harbour is the new—

### Victoria Pier,

where the excursion steamers now usually land their passengers, instead of at the pontoon. With this addition to its conveniences Cowes is likely to become the most popular resort in the Island for lovers of the sea. In addition to the regular services to Southampton and Portsmouth, steamers call daily on the way round the Island, and there are frequent trips to Brighton, Bournemouth, Swanage, Weymouth, &c.

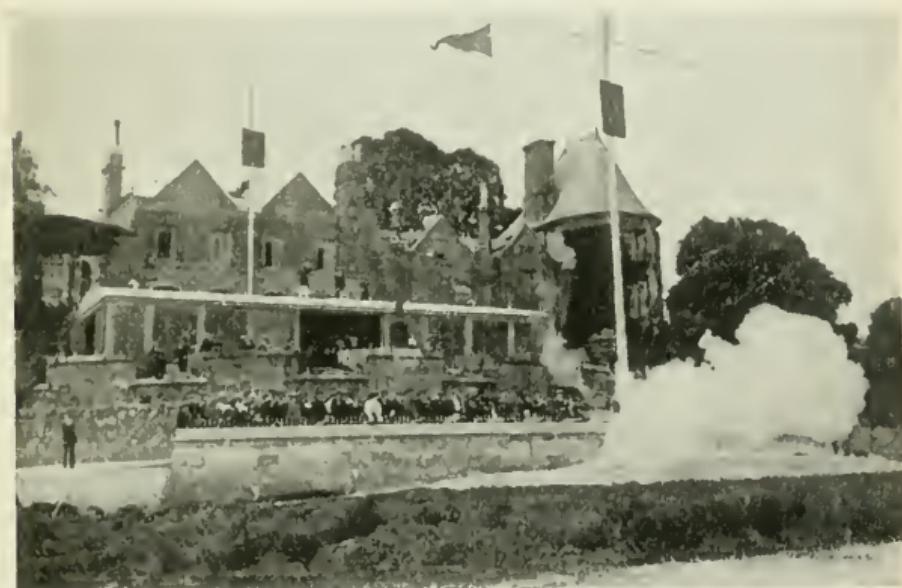
Turning westward, we come to **Cowes Castle**, the headquarters of the famous—

### Royal Yacht Squadron.

This is the premier yacht club of the kingdom, having for many years had the King, as Prince of Wales, as its commodore and now as its admiral, the German Emperor as member, patron, and annual prize-giver, and a membership

list including half the British aristocracy. The club was formed in 1812, the first Earl of Yarborough being the founder. The vessels of members are privileged to fly the St. George's ensign (if above thirty tons), and are admitted into all foreign ports free of harbour dues. None but members and officers of the Royal Navy may land at the graduated stage in front of the Castle.

The Castle, with its pretty grounds and conservatory-like "platform," was formerly the property of the Government, and incorporates what is left of one of



W. U. Kirk &amp; Sons,

[Cowes.

COWES REGATTA : WATCHING THE START.

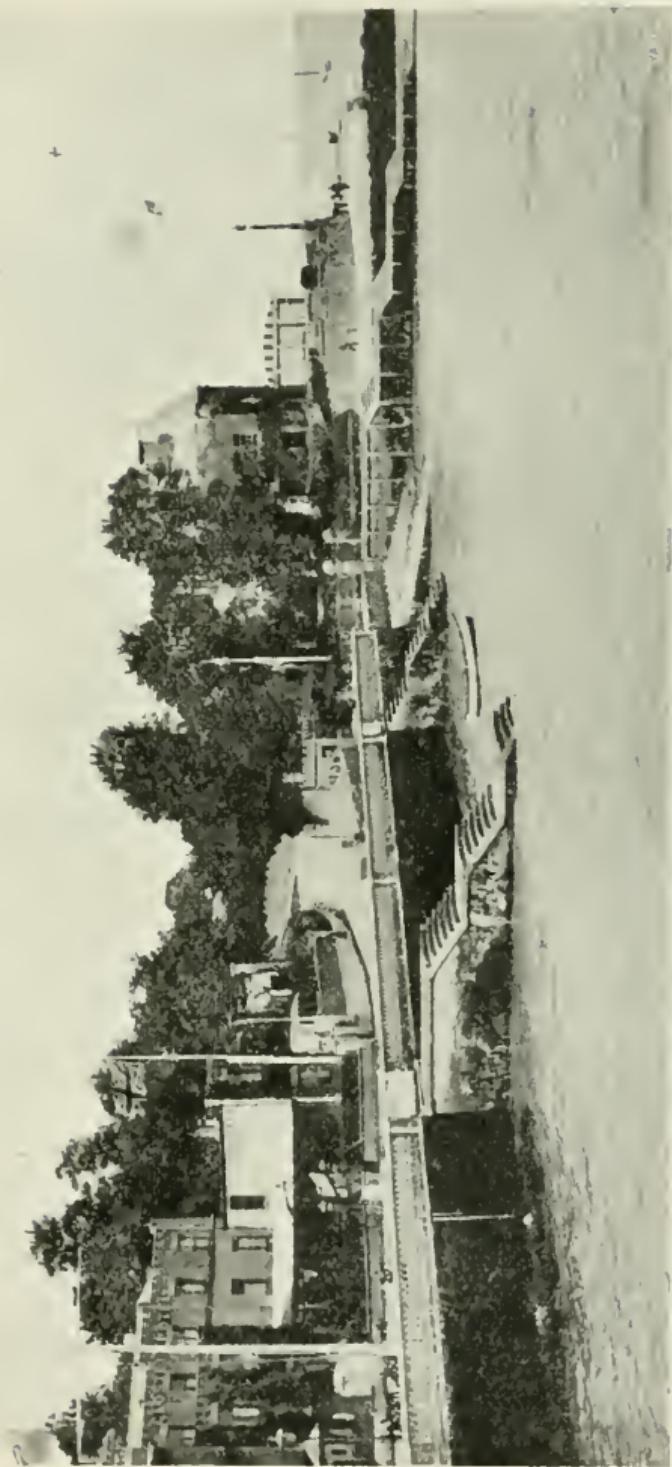
the forts built by Henry VIII. for the defence of the southern shore of the Solent. Sir Wm. Davenant, of Shakesperian fame, was confined here during the Commonwealth, and employed the time in composing the first portion of "Gondibert." The club purchased the building in 1856. In 1895, a new bastion was built in front of the castle, and on it were mounted twenty-two brass guns from the *Royal Adelaide*, in Virginia Water, presented to the squadron by the then Prince of Wales. The guns start the races and salute the victorious yachts,

### Cowes Regatta.

The great yachting carnival of the south is more talked about than understood. Of the thousands who crowd the sea-front from the Parade to Egypt Point, a good half mile away, probably not one in five knows anything of the races, or cares very much, except to hope that an English-built boat will win. A yachtsman's cap is by no means conclusive evidence that its wearer is a yachtsman, and the prettiest of yachting costumes may enhance the charms of a maiden who would not go to sea if she could. The actual racing is confined to a very few of the scores of dainty vessels in the roadstead; the others, for the week at least, are merely houseboats. Shortly before ten a preparatory gun is fired, and the competing vessels may be seen trying to get to windward of each other as they pass the mark-boat. Off they go, westward or eastward, according to the conditions of the race. The landward observer catches a glimpse of a phantom sail or two gliding behind a semi-transparent screen of cordage and bunting, and the business of the morning is over. But the real fun is about to commence. All day long trim boats and launches, manned by seamen in unimpeachable attire, dart from one vessel to another, and occasionally to shore, freighted with gaily-dressed passengers who have calls to make. Sounds of decorous revelry—the occasional popping of a champagne cork, or the clatter of plates—are heard on every side; while on land irrepressible niggers chant their lays and send round the hat with un-wearied persistency. The one-armed man with a cracked harmonium, the blind man with a woe-begone dog, the instantaneous cartoonist, the clown on stilts, the vendor of dough-nuts and ginger-beer, all find a place and manage to do well. If it is hot, the crowd lies on the green and pants and plays with its luncheon baskets, wishing the while that there were more shelter. The local youth of both sexes, unabashed by the presence of greatness, display under-garments more or less immaculate as they paddle along the rocky foreshore. About tea-time people begin to think again about the ostensible business of the day, and the man who possesses a programme showing the colours of the competing yachts flourishes it ostentatiously, and remarks to his neighbour that "with this breeze they ought to be in in half an hour." Presently they are in, and the phantom sails once more glide slowly by. Bang! goes the gun. "Who's won?" is the cry on every hand, and the rejoinder more often than not is, "Don't know. Sure to be in to-morrow's papers!" Knowing ones have by this time clustered round the Castle. An important functionary, in full uniform, occupies himself by sweeping the leavings of the sea from the landing-stage; not that there is much to sweep, but a one-inch puddle may

THE PARADE AND R. Y. S., COWES, FROM THE VICTORIA PIER.

*W. & G. F. & Sons]*



soil a six-inch shoe, to say nothing of a silken stocking. Boat after boat draws up, and the aforesaid functionary has enough to do in handing the ladies out. The crowd thoroughly enjoys itself. All sorts of conjectures, most of them deplorably wide of the mark, are made as to the personality of the distinguished people who strut with more or less dignity up the steps of the jetty to the castle-gate. A crowd is soon collected in the grounds, and the glass observatory is filled to overflowing with serge-coated, bronze-hued men, with glasses tucked under their arms. Then, as night comes on, there is the annual club banquet, admission to which is a coveted privilege, lots of congratulatory speeches, a great blaze of fireworks outside, and possibly a procession of illuminated boats. Then the crowd turns station-ward and ship-ward, and gaily goes home to bed.

Besides the annual regatta of the Royal Yacht Squadron, the London Yacht Club holds a one-day regatta. In 1889 was established the "Island Sailing Club," which now numbers about three hundred members. Its main object is the promotion of sailing and racing in small craft. During the season, extending from May to September, races are held every two weeks.

Proceeding westward from the Castle, we come to a pretty slope bordering the shore which goes by the name of—

### Prince's Green.

It was presented to the town by G. R. Stephenson, Esq., in 1863, on condition that it should never be applied to commercial purposes. Here are plenty of seats, a band-stand, and a fountain of unusually attractive design, which beseeches the passer-by, not once but many times, to "Keep the Pavement Dry." Overlooking the green are some fine residences. By turning up Mornington Road, the **Zig Zag**, a steep path leading to the cliff top, is reached. The views all along this road of the Solent and the opposite coast are delightful.

At **Egypt Point** the Trinity House authorities have erected a new light. **Egypt** is a fine red brick, ivy-clad mansion, with a rich background of foliage. The baths and bathing machines do what business they can, but the local rhymster who in 1760 exclaimed—



[*Ryde*

PRINCE'S GREEN, COWES.

*F. N. Broderick.]*

*Printed by  
F. N. Broderick, B. F.*

“No more to foreign baths shall Britons roam,  
But plunge at Cowes, and find rich health at home.”

can hardly have known what a bath was. The shore is safe enough, and there is sometimes a fair quantity of sand, but most people will consider it too rough for comfort.

Where the Esplanade ends a remarkable contrast is presented. Civilisation gives way to barbarism, or at least to a stretch of wild, uncultivated ground, where thistles flourish and the grass comes up to one's knee.

Following the path by the sandy shore we should come in another three quarters of a mile to **Gurnard Bay**, a suburb of Cowes, with a hotel of its own, and every likelihood of future development.

**Holy Trinity Church**, near the Castle, was built in 1831-2, the chancel being added in 1868. **St. Mary's**, at the top of the town, was rebuilt in 1867, thanks mainly to the Ward family of Northwood. The unsightly building which formerly occupied the site enjoyed the distinction of being one of the few churches erected during the Commonwealth. The **Roman Catholic Church**, dedicated to St. Thomas of Canterbury, was built in 1796, and stands opposite the railway station. Amongst the paintings is a very valuable picture, said to have been the work of Allessandra da Messina (*ob. circa 1596*). It hangs on the north wall, and represents the death of the Virgin Mary.

Those who have an inclination to see something of East Cowes should make their way up High Street, past the entrance to the pontoon, to the Duke of York Inn, turning left down the Medina Road to the **Floating Bridge** (see p. 166).

### East Cowes

has been aptly called “a combination of Norwood and Rotherhithe.” There are numerous boat-building yards and wharves on the river bank, but the slopes above are occupied by villa residences of considerable amenity. Ascending the hill running eastward out of the town, we

come, halfway up, to **Slatwoods**, where Dr. Arnold, head master of Rugby, 1828–1842, was born on June 13, 1795. The house is marked by a circular tablet. His father was collector of customs at East Cowes.

The **Town Hall**, at the foot of the tree-lined **York Avenue**, was the gift of Mrs. White. In consideration of the closing of a public road which to some extent interfered with the privacy of the Osborne domain, the late Queen constructed, at her own expense, another and more convenient thoroughfare, about 1,000 yards in length, and presented it to the public in exchange for the old road, together with about twelve acres of land. The new road was opened in 1898 by the Queen herself, and christened **Beatrice Avenue**.

On the summit of the hill, on the left, are the grounds of **Norris Castle**, like Osborne best seen from the Solent. Queen Victoria was often here as a girl with her mother, the Duchess of Kent. The large and well-wooded park adjoins the Osborne demesne, and the prospect is finer and more extensive than that from the terrace at Osborne. **East Cowes Castle** was designed by Nash, the architect of Buckingham Palace, Regent Street, &c., for his own occupation.

The chief interest of East Cowes of course centres round—

### Osborne

[**Admission.**—See p. 178],

the stately marine residence where Queen Victoria spent so many quiet days, and where, on the 22nd of January, 1901, she passed away. The main gates are about three-quarters of a mile up the hill from the ferry.

Queen Victoria purchased the estate from Lady Isabella Blachford in 1845, and the palace was finished in 1851, though many additions were afterwards made. The building is of the Palladian type, and was designed by Thomas Cubitt and the Prince Consort.

The house is thus described in Sarah Tytler's life of the late Queen: “The architecture of the pile of buildings was planned to express such stately simplicity as best befits a



[Cowes.]

QUEEN VICTORIA RECEIVING AN ADDRESS AT COWES.

(Diamond Jubilee, 1897.)

W. U. Kirk & Sons,

Follett, Shipton & Co.

country house and not a palace. The two towers—the clock tower and the bell tower, one belonging to the part of the house known as the Pavilion—and the pillared entrance are its most ornamental portions. The house is built on the highest of a series of terraces which descend to the sea beach and pier. The terrace immediately beneath the windows of the principal rooms is a bright flower garden, with here a fountain and there a vase or statue. The lower terraces are the wooded slopes, with many a sunny and shady walk. The trees were largely chosen and grouped according to the taste of the Prince Consort. The different entrances lead into far-extending corridors, stretching in long vistas with gleams of the blue sea or the green park at each end." The lofty towers are conspicuous from many points. The flag tower is 107 feet high, and the clock tower 90 feet. The room in which the late Queen died is in the semi-circular projection beneath the former.

The grounds, some 2,000 acres in extent, have a sea-front of a mile and a half, and are well seen in passing by steamer from Cowes to Ryde. The King and his brothers and sisters in early days each had a small garden to tend and care for, and in another part of the grounds may be seen a miniature fort, "The Albert Barracks," actually built by the little princes.

In 1902, immediately after the Coronation, the King announced in a letter to Mr. Balfour his intention of presenting the house and estate to the public; and later in the same year an Act was passed setting out that the King had, with the concurrence of the Prince of Wales, "signified his gracious pleasure that the Osborne estate should be handed over so as to become part of the public property of the Sovereign, and that provision should be made for the use of Osborne House and grounds as a memorial to her late Majesty Queen Victoria."

Management of the estate is now vested in the Commissioners of Works. About sixty acres have been fenced off for the new Naval College, and the rest is maintained as a public park. The wings of the house are used as a Convalescent Home for about fifty officers of the Navy and Army.

Admission to the public portions of the house and grounds can be gained on two days a week in summer, and one day a week in winter.

The State Rooms, including the Audience Chamber, the Council Room, the Indian Room, the Drawing Room, and the corridors are richly decorated, and contain a collection of valuable pictures, statuary, &c. The late Queen's private apartments are sacredly reserved as a memento of her Majesty.

H.R.H. the Princess Henry of Battenberg, Governor of the Island, resides in Osborne Cottage.

### The Royal Naval College

adjoins the Prince of Wales' Gate, further south, opposite the *Prince of Wales Hotel*. The College was opened by the King, accompanied by the Prince of Wales, on the 4th of August, 1903. Under the new scheme for training naval officers the cadets, fresh from preparatory schools, will spend two years at Osborne, two at the Britannia College at Dartmouth, and two at sea, subsequently choosing which branch of the profession, navigating, engineering, or Royal Marine, they will follow.

The bungalows used as dormitories for the cadets consist of a wooden skeleton, over which, both inside and outside, sheets of the non-flammable building material, uralite, are fixed. Each dormitory contains accommodation for thirty cadets, reckoning to each bed 1,008 cubic feet of air space. At the end of each is the small apartment for the officer in charge, and a bath-room, with plunge and warm baths. A connecting verandah runs before the entrance to all.

In what were originally the stables of Osborne House class-rooms have been constructed. Here, too, is the mess-room, accommodating upwards of 300, and adjoining it the kitchen. The recreation room is a noble hall, 100 feet in length by 40 feet wide, with high vaulted ceiling and a musician's gallery. Beyond this is the gymnasium. The officers' quarters are in another bungalow, constructed on the same principle as the dormitories. A notable feature of the writing room is a representation in beaten copper

over the fireplace of the Battle of Trafalgar, with Nelson's immortal signal, "England expects that every man will do his duty." The metal work throughout is of simple and artistic character, the door plates and handles being of pewter.

The Workshops are situated at Kingston Quay, on the east bank of the Medina, and are connected with the College by a new roadway. Here full instruction is given



*J. Debenham, J.*

[*Ryde*

WHIPPINGHAM CHURCH.

in the handling of tools and machinery, and by means of the sloop *Racer* and other craft the boys acquire familiarity with the conditions of sea-life.

A direction post near the College points the way to Whippingham (about half a mile).

### Whippingham.

**Railway Station**, on the Ryde and Newport line, is nearly two miles distant. It was originally built as a private station for the use of Queen

Victoria. Railway passengers walk down the station approach to main road. Turn for a few yards only to right, and at fork, where stand some model cottages designed by the late Prince Consort, turn left (road to right leads to Wootton Bridge, and is the coach route for Ryde). In a quarter of a mile is another cross-road. Disregard turning to left (Newport), and keep straight on for about a mile to village. Near school, turn left by round-about road to church. Excellent roads for cyclists.

Whippingham finds mention in Domesday Book, and the Church was built, as the inscription over the doorway informs us, on the site of an edifice "dedicated in the twelfth century to Mildred, a Saxon Princess, and founded by William Fitz-Osborne in 1066, by whom it was bestowed, with five others, upon the Abbey of Lire." A later inscription, of even greater interest, reads : "To the glory of God and to the beloved memory of Queen Victoria, who entered into her rest, at Osborne, on Jan. 22, 1901, the Sanctuary of this Church was enriched and beautified by her son, King Edward VII., and her other children and grandchildren. 'Her children arise up and call her blessed.'"

### The Church.

*[If the church is not open apply for key at the cottage adjoining the vicarage. The path on left opposite doorway leads to vicarage, but turn right at foot of steps for cottage.]*

*Services on Sundays at 11.0 and 6.0.]*

The church "was designed by Albert, Prince Consort, and rebuilt by Queen Victoria in conjunction with him, in the year of our Lord MDCCCLXI." The building is finely situated on a wooded eminence overlooking the Medina and is visited by many thousands of tourists on account of its royal associations. It is additionally interesting as the scene of the marriage of Princess Beatrice and Prince Henry of Battenberg, and as the last resting place of the gallant prince, who died in the service of his adopted country. The entrance to the churchyard is by a lych-gate of teak, and the path is lined by cypresses. In style the church may be best described as a modern adaptation of Early English, but it is of distinctly foreign appearance. The ground plan takes the shape of a Latin cross, and the building comprises chancel, north and south transepts, and nave, the unusual length of the chancel being due to the fact that

the Osborne pews are located in it. The large central tower is surmounted by a spire of peculiar construction, and has spirelets at the four corners. The sides of the tower are filled with good stained glass, an arrangement which gives a rich and airy appearance to the interior of the church. The Royal Pew on the south side of the chancel was reseated as part of the scheme for beautifying the Church. It is approached by a private entrance under a Norman archway. The beautiful marble Reredos depicting the Last Supper is a memorial of the late Queen. Other work carried out



W. U. Kirk &amp; Sons,]

Cowes

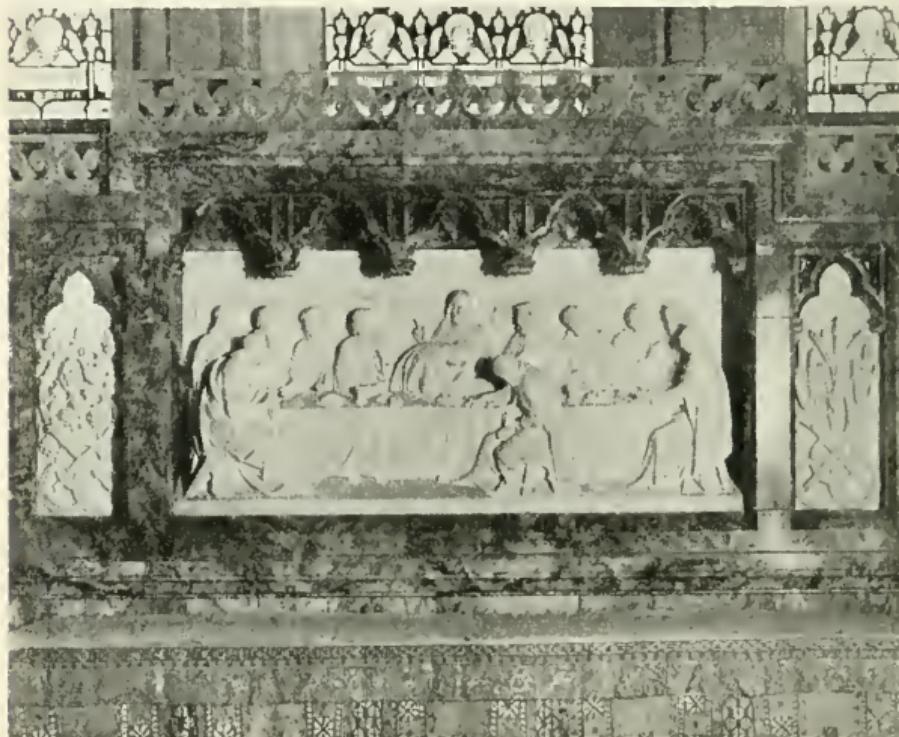
## THE BATTENBERG MEMORIAL CHAPEL, WHIPPINGHAM.

at his Majesty's command includes the repaving of the chancel floor, decoration and lining, and the provision of a new oak roof. Facing the Royal Pew is the beautiful—

### Battenberg Chapel,

where the remains of the late Prince Henry rest. It is almost pathetic to see what tender thoughtfulness has been bestowed upon every detail connected with this monument. Everything is in perfect taste : chaste, rich, elegant, yet severely simple. The beautiful open screen is of gun

metal, from a design by Mr. Gilbert, R.A. An autograph inscription by the late Queen records that the work is a memorial of her "dear son-in-law." The base of the sarcophagus is of dove marble, and the panels above bear the arms and the orders of the Prince and Princess, carved in perfect detail. The massive top is adorned with appropriate scripture texts, and the Latin words, "In te Domine Spero." The altar-table, constructed of dove and statuary marble, is



W. U. Kirk &amp; Sons.]

[Cowes.

## REREDOS, WHIPPINGHAM CHURCH.

Erected by His Majesty and members of the Royal Family in memory of Queen Victoria.

approached by polished steps. Above the table has been erected the figure of an angel with outstretched wings, by Princess Louise, which stands nearly eight feet high, and occupies the major portion of the east end.

The handsome brass eagle lectern in the church is also in memory of Prince Henry, and was presented by Colonel Lord Edward Pelham-Clinton, January 20, 1897.

Within the Royal Pew is a medallion of the late

Prince Consort, with two angels holding a crown over his head. The inscription records that the monument was "placed in the church, erected under his direction, by his broken-hearted and devoted widow, Queen Victoria, 1864."

Another monument which calls forth the sympathies of a nation is that erected to the memory of Princess Alice, whose death occurred so sadly on the anniversary of the death of her father, to whom she had been so devotedly attached.

There are also monuments in the church to the Duke of Albany, Sir Henry Ponsonby, and the father of Dr. Arnold of Rugby.

The churchyard contains a number of tombs of her late Majesty's servants of all degrees. The outlook is very pretty, though the cement works on the opposite bank do not improve it. By walking a hundred yards or so further along the lane in the direction of East Cowes a much better view is gained.

#### COWES TO NEWPORT, *via* NORTHWOOD.

On the opposite bank of the Medina, and almost opposite Whippingham Church, is—

#### Northwood,

the mother parish of Cowes, though itself once a mere chapelry of Carisbrooke. The *Church* is ancient, and contains some Late Norman work, but is of no great interest.

Close by is—

#### Parkhurst Forest,

the only considerable tract of woodland in the island. It comprises about eleven hundred acres, and is administered by the Commissioners of Woods and Forests. At one time it was of much greater extent.

Parkhurst Prison will accommodate seven hundred convicts, but is fortunately rarely full. The Albany Barracks, built 1798, and recently enlarged, are just below. The Workhouse, on the opposite side of the road, is interesting from the fact that the establishment

was one of the earliest—if not *the* earliest—union workhouses in the kingdom. It may not be generally known that the Island was the first place in which the modern system of poor-law unions was tried. The workhouse in which the experiment was made was erected in 1770, being succeeded by the present building in 1887.

#### COWES TO NEWTOWN, SHALFLEET, AND CALBOURNE.

The triangular tract enclosed by the railways from Cowes to Newport and from Newport to Yarmouth is little visited by tourists, but the district, though tame in comparison with some parts of the Island, is worth cycling or driving through.

We assume that the excursion is made from Cowes, but at least as many people will take train from Newport to *Calbourne and Shalfleet* station (about midway between the two villages). The coaches for various parts of the island frequently take the Calbourne and Carisbrooke road on the return journey from Freshwater.

At Cowes, proceed up High Street as for Floating Bridge, turning right instead of left at Duke of York Inn. The road runs past cemetery to cross road (left for Newport). Keep straight on, by what was known as Tinker's Lane, but is now Pallance Road. There are a number of confusing turns in the road, and the map is likely to be of more assistance than the most elaborate directions. The route is over Bunt's Hill and through Porchfield and pretty **Lock's Green**. A lane on the right, rather more than half a mile from the latter place leads to—

#### Newtown.

[Inn: *Newtown Arms*.]

If we can fancy that the land hereabouts was once composed wholly of soft mud or sand, and that an enormous giant came and pressed his hand, with fingers extended, upon it, leaving the sea to rush into the channels so created, we shall get a fair idea of the ramifications and appearance of the Newtown River. Some of the creeks afford tolerable

fishing, and when the tide is up by no means lack picturesqueness.

Newtown (formerly Francheville) may have been new once, but it has been old now for a very long time, and is but an insignificant village, preserving in its medley **Town Hall** a suggestion of former greatness. It was formerly the seat of a considerable salt industry, and oyster cultivation is still carried on. In 1377, the French raided the town, and it seems never to have recovered the blow. The river was evidently much deeper at that time, for it is spoken of as accommodating fifty ships of five hundred tons. Until the Reform Act of 1832, Newtown returned two representatives to Parliament, amongst them being the great John Churchill, afterwards Duke of Marlborough, and George Canning, subsequently Prime Minister. In the Inn can be seen a map of the old town, with a short manuscript history attached to it.

Another lane will take us back in half a mile to the main road, but some three-quarters of a mile further westward than the spot where we left it for the *détour* to Newtown. Continue, with creeks on right hand, to the first turning on right, which crosses the *Calbourne* stream by a one-arch bridge and leads to—

### Shalfleet.

[*Inn : New Inn. Railway Station : a mile south-east.*]

The village is prettily seated on the slopes of two steep hills, on the high-road from Yarmouth to Newport. The quaint old-world *Church* repays a visit. It is chiefly of Early English architecture, but the massive tower and the north doorway are Norman. The tower is surmounted by a stunted wooden spire, erected in place of a stone one of much greater height, which had fallen a prey to the devouring tooth of old Time, about 1808, the necessary funds being provided by the sale of the church bells, and of the gun, which, in common with all the parishes in the island, Shalfleet possessed as a defence against a sudden inroad of “our natural enemies” on the other side of the Channel. This business transaction gave rise to a distich, which affirms that :

“The Shalfleet poor and silly people,  
Sold the bells to build the steeple.”

There are now, however, two bells in the bell-chamber

of the tower. Over the north doorway, is a rude carving, thought by some to represent David's encounter with the lion and bear. Others believe it to be the figure of the Saviour; and a third school contends that it is "a bishop or priest, resting his hands on two heraldic griffins." Readers must form their own conclusions.

Cyclists who want an alternative return route to Cowes should turn right when a quarter of a mile east of the village (not left to Newtown), and at first on left turn again. The road presently skirts the southern edge of Parkhurst Forest and joins the Newport and Cowes road near the Barracks.

### Calbourne

[*Sun Inn.*]

is about two miles south of Shalfleet (the same railway station serves for both). The district has in recent years acquired some notoriety as the *locale* of the *Silence of Dean Mailland*. Readers of that famous story, which goes steadily into edition after edition, may like to know that the pseudonym "Maxwell Gray," covers the identity of Miss M. G. Tuttiett, the daughter of a former medical practitioner of Newport.

The *Church* is of mixed Norman and Early English architecture, but has suffered somewhat from the restorer. The rebuilt tower bears the inscription: "I am risen from the ruins of near 70 years, A.D. 1752, T. Hollis, J. Casford, Churchwardens." There are several monuments to members of the Simeon family of Swainstone.

To the south of Calbourne is Westover, a fine mansion standing in a well-wooded park.

Swainstone, which also figures prominently in *The Silence of Dean Mailland*, is about a mile eastward on the Newport road. The coach drivers make a point of directing attention to the place. The mansion is of stone, in the Italian style, and occupies the site of a former palace of the Bishops of Winchester. The park, with its hills and dales, and flourishing forest trees, makes a pretty sight. The Simeon family were great friends of Lord Tennyson, and the late Laureate was a frequent visitor while living at Freshwater. The pretty Watchingwell station, on the

Newport and Freshwater line, is the private property of the estate.

### Cycling Routes from Cowes.

- I. To **Ryde**.—See IV., p. 46.
- II. To **Newtown**, **Shalfleet**, and **Yarmouth**.—See pp. 182-6 and 204.
- III. To **Newport**.—(a) From West Cowes *via* Northwood and Parkhurst (see Return Route IV., p. 46). (b) From East Cowes *via* Whippingham.

Other routes are given under **Newport** (see p. 203).



W. U. Kirk & Sons.]

[Cowes.

HIGH STREET, NEWTOWN.



W. U. Kirk & Sons.]

[Cowes.

### VICTORIA PIER, COWES.

## NEWPORT.

**Hotels** :—*Bugle*, High Street ; *Warburton's*, Quay Street ; *Roach's*, St. James's Square ; *Wheatsheaf*, St. Thomas Square. For Tariffs see Introduction.

**Banks**.—*London and County*, 119, High Street ; *Capital and Counties*, 22, St. Thomas Square ; *National Provincial*, 107, St. James Square.

**Free Club and Library**.—Lugley Street.

**Golf Links** on Pan Down, near Shide Station (9 holes).

**Museum**.—30, Quay Street (11.0 to 4.0, free).

**Newspaper**.—*County Press* (Saty.).

**Places of Worship**, with the hours of service on Sundays :—

St. Thomas's—11.0 and 6.30.

St. John's—11.0 and 6.30.

St. Paul's, Barton—11.0 and 6.30.

Baptist (*Castlehold*)—10.30 and 6.30.

Bible Christian (*Zion*)—10.30 and 6.30.

Brethren—6.30.

Congregational—10.30 and 6.30.

Wesleyan—10.30 and 6.30.

Primitive Methodist—10.45 and 6.30.

Unitarian—11.0 and 6.30.

Roman Catholic (St. Thomas of Canterbury)—8.30, 10.30, and 6.30.

**Population** (1901).—10,911.

**Post Office**, 99, High Street.

**Railway Station**.—Holyrood Street. Keep straight down for High Street.

**Restaurant**.—*Roach's*, St. James's Square.

### DISTANCES.

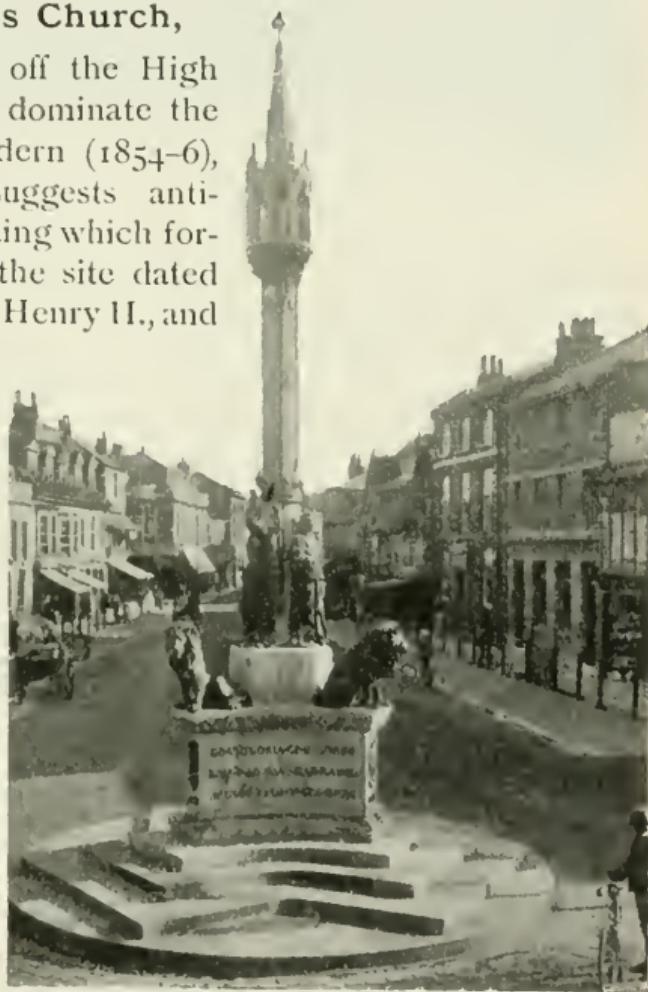
	<i>Miles.</i>		<i>Miles.</i>
Bembridge . . .	11½	Ryde . . .	7
Blackgang . . .	9½	Sandown . . .	9
Carisbrooke . . .	1	Shanklin . . .	9
Cowes . . .	5	Ventnor . . .	10½
Freshwater Bay . . .	11	Yarmouth . . .	9½

Newport is the commercial capital of the Island, and the chief railway centre, but is comparatively neglected by tourists, though it makes an excellent centre for excursions. Scores of coaches pass through on their way to Carisbrooke, a mile south-west, a few stop to enable passengers to see the Church, but the majority go right on.

The town is of considerable antiquity, having received its first charter from Richard de Redvers in the reign of Henry II. It was then, as its name signifies, the "new port," Carisbrooke being at that time the seat of government for the whole of the Island. The principal thoroughfare is a portion of the main road from Ryde to Yarmouth.

### St. Thomas's Church,

in a square just off the High Street, seems to dominate the town. It is modern (1854-6), but somehow suggests antiquity. The building which formerly stood on the site dated from the time of Henry II., and was dedicated to the martyred saint of Canterbury, Thomas à Becket. When the present structure was consecrated, the former patron saint was abandoned for St. Thomas the Apostle, but St. Thomas of Canterbury is now again favoured. The



W. U. Kirk & Sons.]

[Cowes

QUEEN VICTORIA MEMORIAL, NEWPORT.

church is in the Early Decorated style and is really a very fine building. The nave is clerestoried, and there are north and south aisles and porches. The massive tower, with its crocketed pinnacles, rises to a height of 132 feet, and is a conspicuous object from every direction. It has recently been entirely restored at a cost of £2,400. Under the central canopy is a figure of our Lord blessing a little child. The other figures are those of the two St. Thomas's. The fine peal of bells came from the old church. Another relic of the old church is the oak pulpit, dated 1637, with two rows of panels, somewhat rudely carved, representing the cardinal virtues, the three graces, and the seven liberal sciences. Justice and Mercy are figured on the sounding-board, and a verse from Isaiah exhorts the preacher to "Cry aloud, spare not, lift up thy voice like a trumpet." The reading-desk is dated 1633, and the communion plate (a complete set) 1637.

The principal monument is that to the left of the chancel, erected by Queen Victoria to *Princess Elizabeth*, the second daughter of Charles I., who died in captivity at Carisbrooke in her fifteenth year. Shortly after her arrival at the castle, she caught a chill, and was found one morning by her attendants lying dead upon a couch, with her face resting upon an open Bible, the parting gift of her unhappy father. She was buried in the chancel of the old church, but her place of sepulture was forgotten until 1793, when some workmen employed in making a new grave stumbled upon the coffin. A brass plate immediately in front of the altar marks the spot where her body lies. The monument, of Carrara marble, is one of Marochetti's finest works. The likeness was from a portrait in the possession of the late Queen. The touching inscription runs :

"To the memory of the Princess Elizabeth, daughter of King Charles I., who died at Carisbrooke Castle, on Sunday, September 8th, 1650, and is interred beneath the chancel of this church, this monument is erected, as a token of respect for her virtues and of sympathy for her misfortunes, by Victoria R., 1856."

There is also a medallion of "Albert" by Marochetti, and to the right of the chancel a fine monument to *Sir Edward Horsey*, a former Captain of the Island (1565-82).



F. Milman Brown,]

Shanklin

## MONUMENT TO PRINCESS ELIZABETH.

The **Guild Hall**, where the corporation business is transacted, and the petty sessions and county court held, was built in 1814-16. There is a statue of *Lord Chief Justice Fleming*, who was a native of the island. The clock-tower commemorates the first of Queen Victoria's Jubilees.

The **Free Grammar School**, in St. James's Street, was erected in 1619 by a number of gentlemen to provide a good education for the boys of Newport. The building is chiefly remarkable as the scene of the conference between Charles I. and the Parliamentary Commissioners, which resulted in the abortive Treaty of Newport. The king's bedroom looked into St. James's Street, and the old school-room was used as the presence chamber.

In the Market Place stands a fine **Memorial of Queen Victoria**. It takes the form of a Victoria Cross, a graceful column, the bronze figures at the base representing the royal virtues of Sympathy, Charity, and Fortitude upholding the Crown, and guarded by the lions of England. The inscription reads, "To Victoria, the Queen, this memorial was raised by the people of the Wight."

It is worth while to look in at the **Museum**, 30, Quay Street, which contains a fine collection of historical relics and local fossils (11 to 4, no charge).

Leaving Newport at the western extremity of High Street, we reach the **Mall**, with its raised footpaths. At the spot where the road to Carisbrooke Castle (left—to Carisbrooke village and church right) branches from the main thoroughfare, is the **Simeon Monument**, a richly carved, floriated memorial cross, inscribed :

“Sir John Simeon, Bart., M.P., of Swainston and St. John’s, in this island; born, Feb. 9th, 1815; died, May 21st, 1870. ‘A man greatly beloved,’ to whose memory, ever honoured and cherished, this cross is erected by many friends”

To the right is the **Victoria Recreation Ground**, presented to the town by Mr. Tankerville Chamberlayne. On it stands a handsome pavilion erected by the Council. Note the fine view of Carisbrooke Castle from this point.

Another way of reaching Carisbrooke, and one to be commended to railway travellers if a long wait for the train is not involved, is to proceed to *Carisbrooke Station*, the first stopping-place on the Freshwater line. The station is half a mile from the castle, but the walk from it by the fields to the churchyard and then through the village is preferable to the high-road from Newport.

### Carisbrooke.

**Hotels.**—*Red Lion, Waverley, Eight Bells, Castle, Temperance, &c.*

The things to see at Carisbrooke are the Castle, the Church, and possibly the remains of the Roman Villa at the Vicarage. We will take them in order of importance. But a word should be said first as to the village, as charming, clean-looking, and delightfully situated as any in the interior of the Island. Excursionists come in thousands from all parts, but though they are sometimes noisier than they need be, Carisbrooke is not yet spoilt. Every other house bears the legend, “Tea parties accommodated,” and the fare provided is generally good, wholesome, and moderate in price, the “come once, never see them again” maxim of the holiday-caterer being wisely disregarded.

### The Castle.

*Open every day, Sundays excepted, between 9 a.m. and sunset.  
Admission fourpence, Gate House and Well House, 2d. each additional.*

*Teas are now supplied at the Castle during summer.*

The Castle stands on a wooded hill at an elevation of about a hundred and fifty feet. The summit forms a level plateau some twenty acres in extent, the whole of which is enclosed by the castle walls. Sir Walter Scott is said to have had Carisbrooke in mind when writing *Marmion* :

“The battled towers, the donjon keep,  
The loop hole grates where captives weep,  
The flanking walls that round it sweep,  
In yellow lustre shone.

The Castle gates were barred ;  
Above the gloomy portal arch,  
Timing his footsteps to a march,  
The warder kept his guard.”

Certainly few ruins in England enable one to conjure up the past with such ease as Carisbrooke.

### Historical Note.

Traces of a British fortress still remain, so that the hoary antiquity of the castle is beyond dispute. It does not figure very prominently in history, however, until the time of Charles I. This has been held by some to detract from its interest, but we are inclined to think with the late Vicar of Carisbrooke (*Letters relating to the Isle of Wight*) :

“Too much stress should not be laid upon the fact that it has never been taken by an enemy. What is far more to its credit is that no recorded deed of cruelty, rapine, or treachery, disfigures its annals. It was the place of a king's imprisonment, but Charles I. was upon the whole kindly and gently treated. In one of the rooms the Princess Elizabeth breathed the last breath of her enfeebled frame, but no dark mystery hangs over her fate, like that which surrounds the death of the youthful Edward V. and the little Duke of York in the Tower of London. . . . Nature with her foliage has hidden the ruins of Carisbrooke Castle, but history needs not to be busy with her hand in concealing and softening the records of its former greatness, for they are not stained by any acts of which men loathe the sight and name. Facing the town of Coblenz stands the tower and majestic fortress—the Gibraltar of the Rhine—to which the Germans gave the name of ‘The broad stone of honour.’ Carisbrooke Castle is to the Isle

of Wight 'a stone of honour'—a pillar of testimony, such as that which Joshua of old set up, to remind us of the deliverances from foreign invasion which God has wrought for us in this fair island."

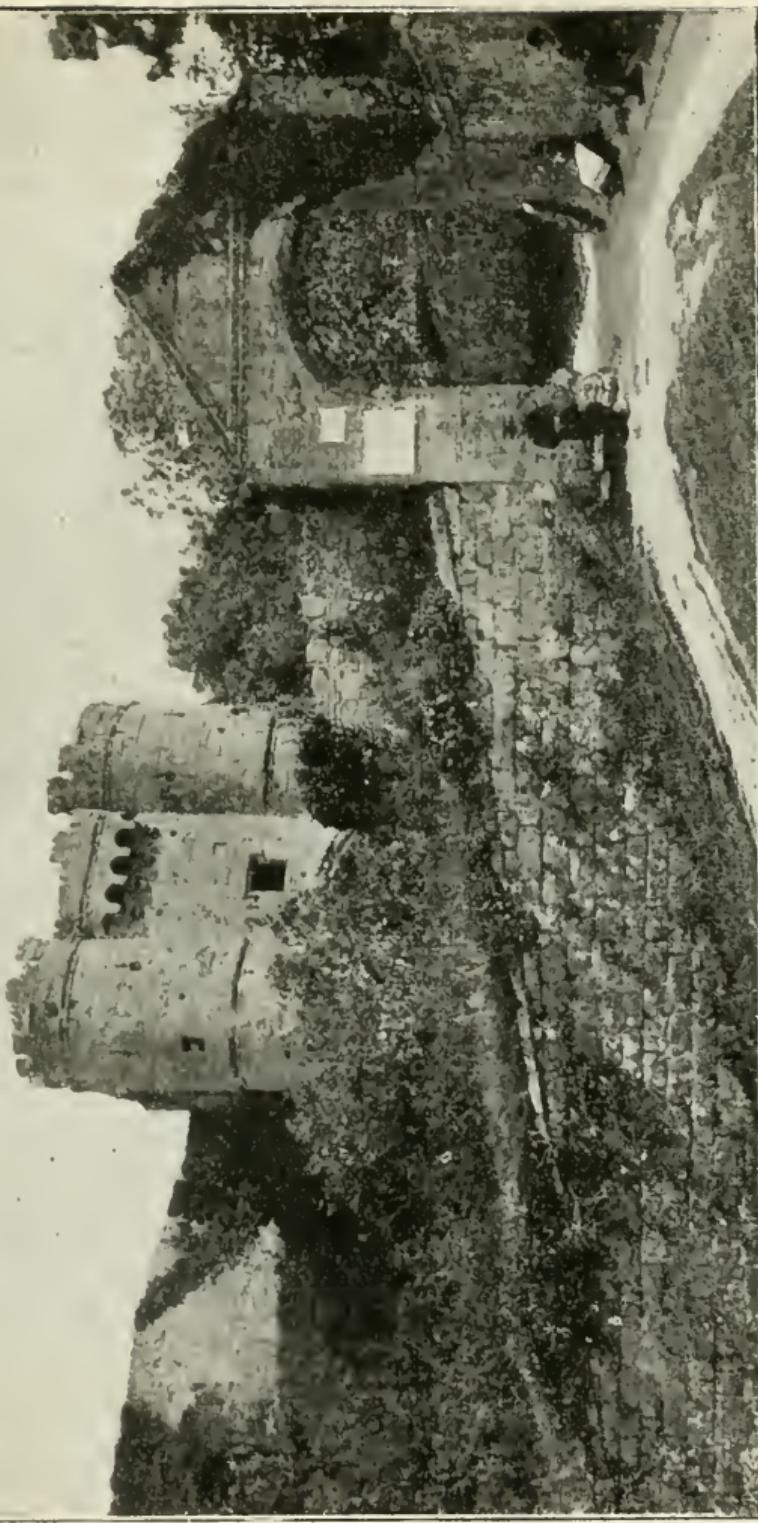
When the Civil War broke out, Carisbrooke was garrisoned by a small detachment of Royalist troops under Colonel Brett. The Mayor of Newport, a fanatical Puritan, determined to seize the stronghold for the Parliament. When the besiegers advanced, the Countess of Portland, wife of the Governor of the Island, who had sought asylum in the castle, appeared on the ramparts with a lighted match in hand, and threatened to fire the first cannon and to hold the fortress to the last extremity, unless she and her party were permitted to depart with all the honours of war. The attacking force, ignorant probably of the fact that there were but three days' provisions in the castle, and that the defenders were nearly all invalided soldiers, thought it prudent to comply with the heroic lady's demands.

The governor appointed by the Parliament was one Colonel Robert Hammond, a young soldier of brilliant parts, who had risen rapidly in the service, and was married to one of Hampden's daughters. His motives in seeking the post, and sacrificing for a time at least his military prospects were apparently to gain quiet and to keep aloof from the violent measures to which some of his colleagues were already openly committed. The king seems to have had some inkling of the state of the young colonel's mind, and on his escape from Hampton Court the misguided monarch determined to seek refuge in the Isle of Wight, not merely because he believed the local gentry to be well affected to his cause, but from a vague hope that he would be able to establish an ascendancy over Hammond, whom he remembered as an amiable and well-spoken gentleman whose grandfather had been physician to the Court. "His temptation," says Carlyle of Hammond, "when the King announced himself in his neighbourhood had been great. Shall he obey the King in this crisis; conduct the King whitherward his Majesty wishes? Or be true to his trust and the Parliament? He grew suddenly pale—he decided as we saw." When the king's messengers arrived, Hammond, in order to gain time to consult the Parliament, volunteered to wait upon his Majesty at Titchfield, where he was then hiding. On the 22nd of November, 1647, Charles, attended by only three of his suite, accompanied the colonel back to Carisbrooke. Hammond played the difficult and quite unsought-for part assigned to him by events with rare discretion and ability. The king was given plainly to understand that he was a prisoner, but his entertainment was rather that of a guest. The gentlemen of the Island were allowed to wait upon him, the bowling green was constructed for his amusement, and he was even permitted to follow the chase in Parkhurst Forest, where, as Prince Charles, he had twice 'hunted and killed' a

[Reigate.]

CARISBROOKE CASTLE.

F. Frith & Co., Ltd.,]



bucke." An ill-timed attempt by Captain Burley, who was subsequently hung, drawn and quartered for his pains, to effect a rescue, led to the curtailment of most of these privileges ; though Charles was still treated with the most scrupulous courtesy.

"The king's lodgings were at this time limited to the first floor of the buildings facing the entrance, the upper portion of the Great Hall forming his audience and ante chambers, and his bedroom being on the mezzanine floor in the adjoining building to the south."\* Captain Titus and others of the guard having been seduced, Charles determined, with the assistance of his page Firebrace, to make a dash for liberty. With characteristic obstinacy, he refused to believe but that "where his head would pass his body would follow." According to Firebrace's narrative, his Majesty in attempting to get through the window of his bedroom "found himself mistaken, he sticking fast between his breast and shoulders, and not able to get forward or backward, but that at the instant before he endeavoured to come out, he mistrusted and tied a piece of his cord to a bar of the window within by means whereof he forced himself back. Whilst he stuck I heard him groan, but could not come to help him, which (you may imagine) was no small affliction to me. So soon as he was in again, to let me see (as I had to my grief heard) the design was broken, he set a candle in the window. If this unfortunate impediment had not happened, his Majesty had certainly then made a good escape."

Not only Hammond, but the Derby House Committee in London, were well aware of this attempt, and it was thought advisable to lodge the king in a place of greater security. He was moved to the officers' quarters (now in ruins) "in a building on the left side of the first court," and a sentry was stationed on the platform below. As his window contained but one bar, a second was inserted, leaving scarcely five inches between each bar and the stone mullions. On Saturday evening, May 20th, Charles, undaunted by his former failure, had determined to make a second attempt. On coming to the window, however, he found more persons about than he had been led to expect and, scenting danger, he wisely retired to rest in his usual manner. Hammond and his official superiors were as a matter of fact cognisant of every detail of the plot, though some doubt still exists as to the identity of the traitor.

On the 6th of September following, Charles left the castle to take up his quarters at the Grammar School, Newport, during the negotiations with the fifteen Commissioners of the Parliament, which ended in the farcical "Treaty of Newport."

The army had meantime grown stronger than the Parliament, and its leaders decided, as Carlyle puts it, that "a young colonel with dubitations such as those of Hammond will not suit the

\* Percy G. Stone, *Architectural Antiquities of the Isle of Wight*.

Isle at present." Hammond was accordingly summoned to Windsor and replaced by Colonel William Sydenham.

While it was yet dark, on the morning of the 30th of November, three days after the signature of the treaty, certain officers demanded admission to the royal apartments, and Charles was hurried, with scant courtesy, to a coach which drove him



*Fuller-Stevens*

*A. Debenham.*

[*Ryde*]

DOOR AT CARISBROOKE CASTLE.

rapidly "towards Worsley's Tower, a little beyond Yarmouth Haven," where he crossed in a sailing vessel to Hurst Castle. An entry in the register of Carisbrooke Church records the melancholy sequel: "In the year of our Lord God, 1649, January the 30th day, was Kinge Charles beheaded at Whitehall Gate."

In July of the following year, it was resolved to transfer the late king's children, Henry, Duke of Gloucester, and the Princess Elizabeth, from Penshurst, the historic home of the Sidneys, to Carisbrooke. They arrived on the 16th of August, it being enjoined that "no person should be allowed to kiss their hands, and that they should not be otherwise treated than as the children of a gentleman." Three days later, the princess "being at bowls, a sport she much delighted in, there fell a sudden shower, and being of a sickly constitution, it caused her to take cold, and the next day she complained of headache and feverish distemper, which by fits increased upon her."

In spite of all that medical science could do, the princess expired on the 18th of September, and was buried in Newport Church (see p. 190). "As to the boy," Cromwell had bluntly said, "it would be better to bind him to a trade." Two years later he was liberated by Cromwell's influence and suffered to sail for Holland. He died in 1660.

A somewhat steep climb from the village brings us to the **Outer Gateway**, bearing the initials E. R. (Elizabeth Regina) and the date 1598. The massive and imposing **Gatehouse**, with its two round towers and machiolated parapet, is sufficiently ruinous to be picturesque, without losing its air of grandeur and stern command. Under the direction of Mr. Percy G. Stone, the roofs and floors of the Gatehouse have been restored as a memorial to H.R.H. the late Prince Henry of Battenberg, the funds having been subscribed by the inhabitants of the Island. The principal apartment, called the **Armoury**, has been converted into a **Museum** for the deposit of ancient manuscripts and other antiquities relating to the island. No visitor should miss seeing this most interesting collection, especially the **Stuart** **relics**, transferred by direction of the late Queen from Windsor Castle. These include the nightcap worn by Charles I. the night before his execution ; a piece of his cravat ; the head of his walking-stick ; a crystal locket with pearl pendants, containing a lock of his hair, cut off after execution ; the key of the room in which he was confined ; and a gold signet-ring containing a piece of the dress of the Princess Elizabeth. Notice, too, the quaint print depicting Charles I. "Looking to Jesus, so our Soveraigne stood, Praying for those who thirsted for his blood." Amongst the pictures, the place of honour is

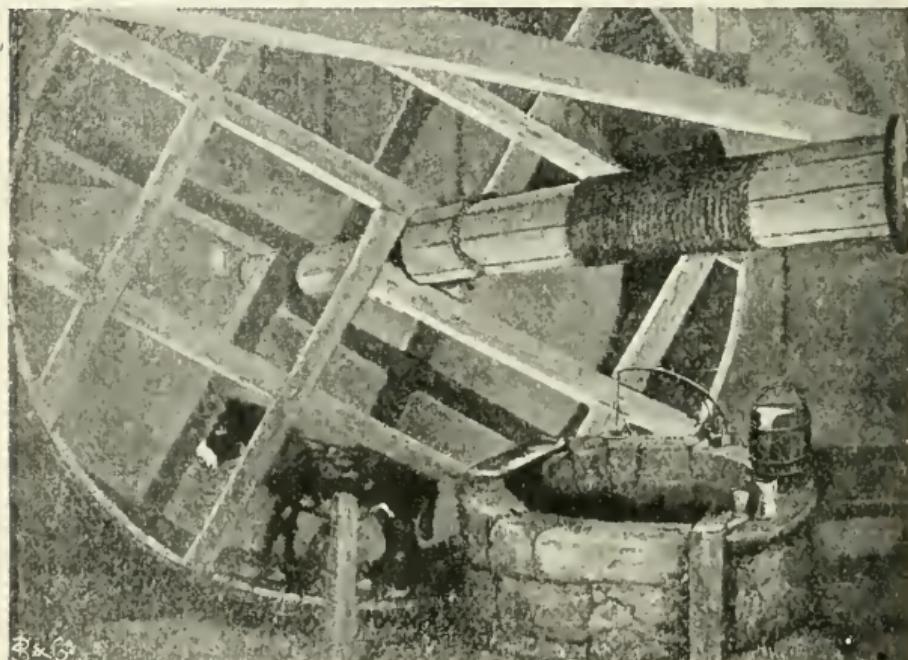
occupied by a fine portrait, handsomely framed in carved oak from the roof of the Great Hall, of the late Prince Henry of Battenberg, in his uniform as Governor of the Isle of Wight. There is also a water-colour of the youthful Henry, Duke of Gloucester, after Van Dyke, by Lady Abercrombie. This picture used to hang in Queen Victoria's bedroom at Osborne. There are also a number of ancient coins, spear heads, suits of armour, and other curiosities. In the circular room beyond are other prints, and a facsimile of the warrant for the execution of Charles I.

On entering the **Base-court**, with its well-kept lawns, we turn left to where some stone steps lead up to the **Ramparts**. We can walk almost round, the prospect over the surrounding country being delightful. The curtain wall is probably Norman, but was restored and altered by Gianibelli, the Italian engineer employed by Elizabeth at the time of the Armada scare. The "Knights" at the south-west and south-east corners and the external wall and ditch and sally ports are also his work. In one part the pathway passes right outside the wall, but this is a modern innovation.

A flight of seventy-one irregular and well worn steps leads from the courtyard to the **Keep**, the most ancient portion of the pile. It stands upon an artificial mound (probably of Saxon origin) fifty-eight feet high. With the exception of that at Windsor this is probably the most perfect specimen of a Norman shell in existence. An archway on the left leads to the *well-chamber*, in which is a well said to have been originally of tremendous depth, but now choked up. Two fireplaces and an oven, dating probably from the fourteenth century, were recently discovered. A short flight of steps leads to the parapet above, from which the view is, of course, even more extensive than from the ramparts.

Opposite the gatehouse is the **Great Hall** (the lower part twelfth century work, the upper Elizabethan). The alterations were made by Sir George Carey, and were chiefly designed to convert the old residence of the Lords of the

Island into a dwelling-house of greater convenience, in accordance with the advanced requirements of the age. In the Oglander MS. some curious particulars are given of this George Carey (afterwards Lord Hunsdon). "An attorney coming to settle in the island was by his command, with a pound of candles hanging at his breech lighted, with bells about his legs, hunted owte of the island." According to the same authority, "He was a most fine man in his howse-keeping, and his meat was always served up to his table with a concert of wind and still music. He spent



F. Milman Brown, J.

[Shanklin.

## WELL AND DONKEY, CARISBROOKE CASTLE.

after the rate of four hogsheads of wine weekly, inasmuch as the laundry was never without a hogshead of wine and a cold pasty of venison for the maids."

Charles I. was lodged in this block of buildings until his first attempt to escape (see p. 196), and in a room over the lobby, marked by a tablet, the Princess Elizabeth died. These cheerless rooms, with their old-world air, would be interesting even had they no historical associations.

At the south-east corner of the Hall are the remains of a small domestic Chapel built by Lady Isabella in 1270.

Leaving the Hall, we see on the right the ruins of the Officers' Quarters, in the upper storey of which was the suite of apartments occupied by Charles at the time of his second attempt to escape (*see p. 196*).

The Well House is a restored sixteenth-century building, and is regarded by many people, especially juveniles, as the most interesting feature of the castle. The well is one hundred and sixty feet deep, and the water is drawn up by means of an ingeniously contrived draw-wheel (15 feet in diameter), to which an intelligent donkey supplies the motive power, expecting an acknowledgment when his work is done. The water is more remarkable for coolness than for purity. An electric light is switched on to give an idea of the depth.

The former tilt-yard was converted into a **Bowling Green** in 1648 for the use of Charles I. The earthen banks which almost surround it are the remains of the original "Caer," or British encampment.

The ruined **Chapel of St. Nicholas**, erected 1738 on the site of an older building, and unroofed in 1856, will be noticed near the Gatehouse. On the initiative of Princess Henry of Battenburg funds have recently been raised to restore it.

Close to the castle is a large Dominican **Convent**. Carisbrooke House, close by, is occupied by a community of French nuns. In fact the Isle of Wight seems to have specially appealed to the religious orders expelled from France in recent years.

#### Carisbrooke Church

is considered by Mr. Percy G. Stone "the most important ecclesiastical building in the Isle of Wight." *If it is not open inquire at the post office, just below, for the key.* The building was formerly attached to a Priory, of which there are practically no remains. The Perpendicular tower (see date 1470 on west face) is very finely proportioned; and it is matter for deep regret that the misbehaviour of certain persons should have led the vicar to withdraw the privilege formerly enjoyed by visitors of ascending the well-worn steps to the belfry and leads. The church was at one time

much larger, but Sir Francis Walsingham, Elizabeth's Secretary of State, had the chancel pulled down, persuading the parishioners that this was the most economical way of repairing it ! The south aisle is separated from the nave by a Late Norman arcade. The "Puritan pulpit," dated 1658, should by all means be seen.

There are several curious and interesting monuments in the church, and against one of the pillars of the nave is a board in memory of *William Keeling* (1619), "Groom of the Chamber of our Sovereign Lord King James, General of the Hon. East India Adventurers."

The churchyard also has a rich store of epitaphs. That on *Charles Dixon*, a blacksmith, has been often quoted, but as the letters are no longer legible we make no apology for reprinting it :

\* " My sledge and hammer lie reclined ;  
My bellows, too, have lost their wind ;  
My fire's extinct, my forge decayed ;  
My vice all in the dust is laid ;  
My coal is spent, my iron gone ;  
My last nail's driven ; my work is done."

A gravestone of later date, 1851, to *James Flux*, should also be sought out. The verse starts :

" We leave you here, our friend so dear,"

but regard for our readers' feelings compels us to omit the rest. This "friend so dear" is recorded to have left behind ten children, fifty-nine grandchildren, and fifty-one great-grandchildren.

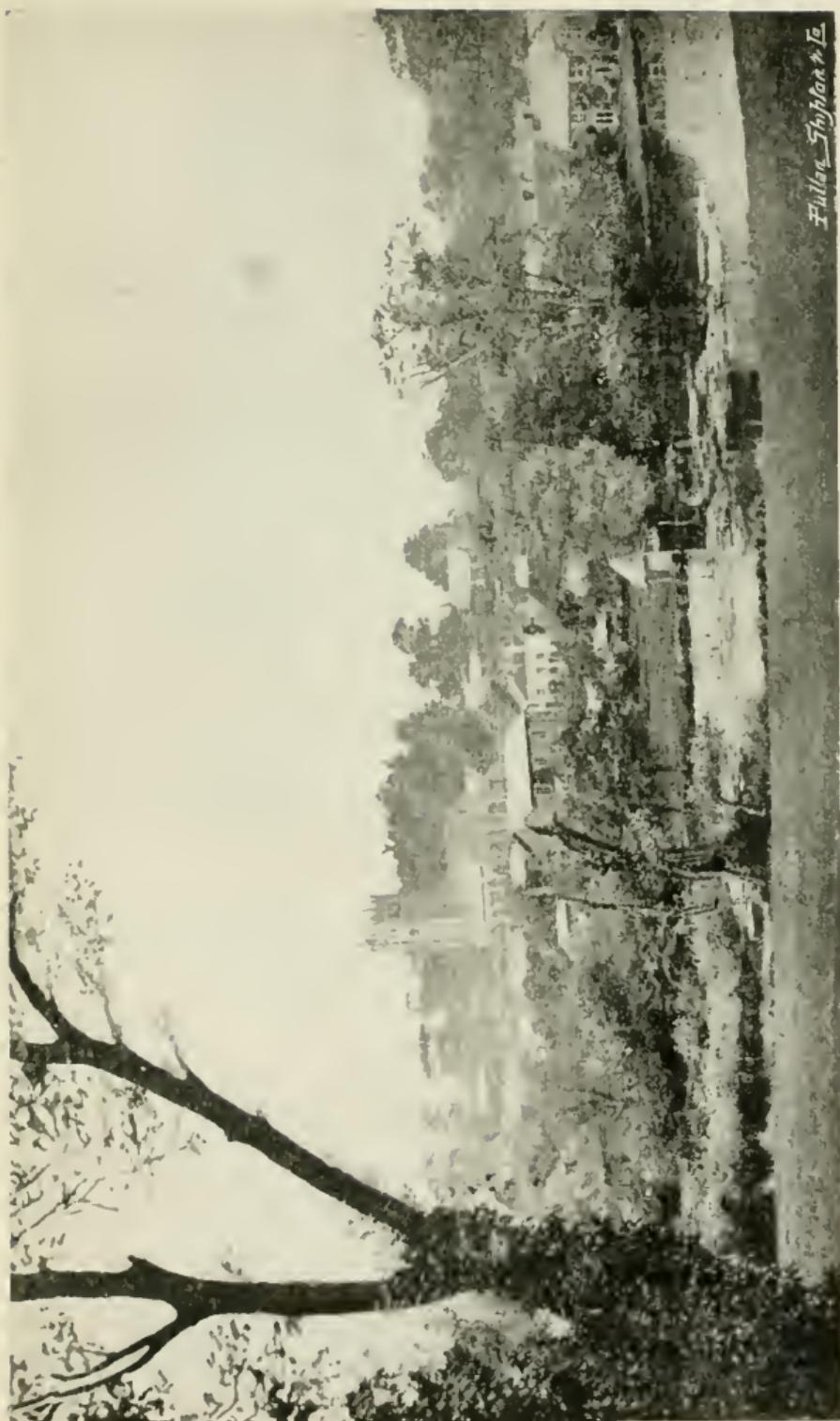
### The Roman Villa

(Admission sixpence)

is in the Vicarage grounds. It was discovered in the spring of 1859. The largest apartment is about forty feet by twenty-two. The mosaic pavement is well preserved ; but the remains are neither so extensive nor so interesting as those near Brading.

Either Newport or Carisbrooke would make a capital

\* Almost exactly similar epitaphs are to be seen in the old moorland church of Lastingham, Yorkshire, at Long Newton, Gloucestershire, at Longnor, Staffordshire, and other places.



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*J. Milman Brown.*

*Fu-lu-e Shih-han-nü*  
[Shanktin.]

centre for downland (or should we rather say, upland?) walks. Westward there is the fine tramp to Freshwater (described reverse way on pp. 162-4), eastward over St. George's, Arreton and Ashey Downs to Brading, and southward *via* **Gatcombe**, with its park and ancient church, to Chale, Blackgang, and the Undercliff.

### Cycling Routes from Newport.

- I. To **Cowes**, *via* **Northwood** (five miles), or **Whippingham** (six miles) (p. 187).
- II. To **Ryde** (a), *via* **Haven Street** (eight miles), or (b) **Wootton Bridge** (seven and a quarter miles) (p. 45).
- III. To **Bembridge**, *via* **Downend** and **Brading**—stiff climbing in places, and care required during descent of **Brading Down** (eleven and a half miles).
- IV. To **Sandown**, *via* **Arreton** (nine and a half miles) (p. 90).
- V. To **Shanklin**, *via* **Godshill** and **Rookley** (nine miles).
- VI. To **Ventnor**, (a) *via* **Godshill** and **Whitely Bank** (ten and three-quarter miles). (b) *via* **Godshill**, **Whitwell** and **St. Lawrence** (eleven and three-quarter miles).
- VII. To **Chale**, *via* **Gatcombe** and **Kingston Cross** (eight and a half miles).
- VIII. To **Niton**, *via* **Blackwater** and **Rookley** (eight and a half miles).
- IX. To **Yarmouth**.
  - (a) *via* **Shalfleet** (nine and three-quarter miles). Proceed northward by **St. James Street** as if for **Cowes**, to **Parkhurst Workhouse**. Turn sharp to left, and follow telegraph wires all the way. Road is good and unmistakable to **Shalfleet** and **Yarmouth**.
  - (b) *via* **Carisbrooke**, **Calbourne** and **Newbridge** (ten and three-quarter miles). Proceed along the **Malls**, and at **Simeon Monument** turn right for **Carisbrooke** village (left for **Castle**). Then comes a very steep hill, after which the road, though somewhat stony, is good to **Sun Inn** (**Calbourne** a little to left). Keep straight on to fork, where bear rightward for **Yarmouth** (left to **Freshwater**).
- X. To **Freshwater Bay** (eleven miles). Proceed as IX. (b), turning *left* at fork beyond **Calbourne**. At **Chessel**, road from **Ventnor** joins, and rest of route is described under VI. on p. 107.

*For Index see pp. 205-8.*

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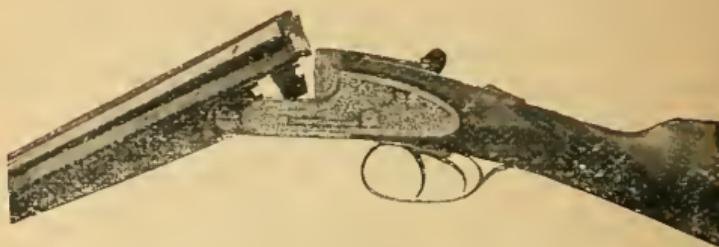
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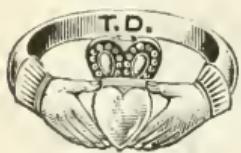
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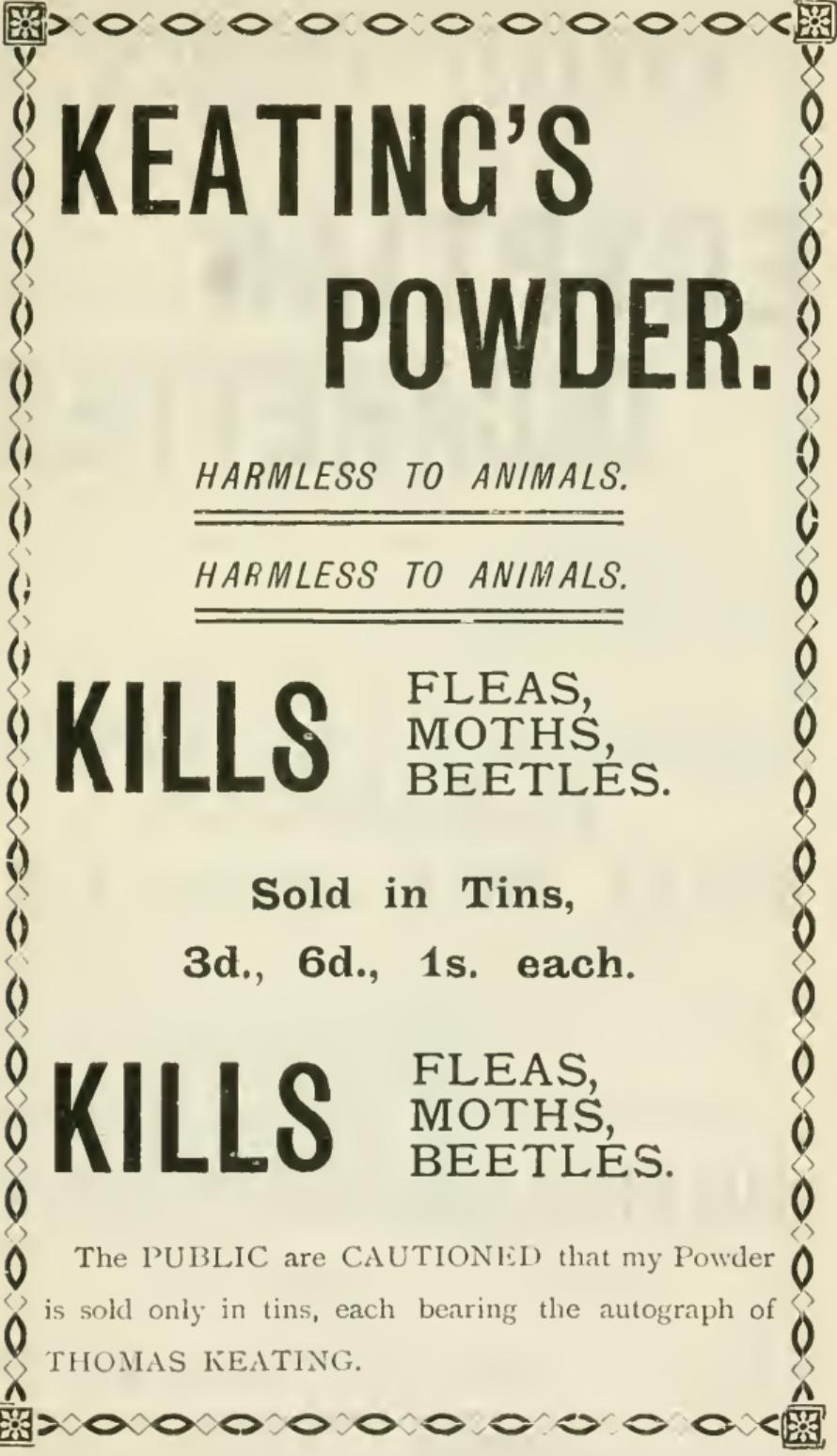
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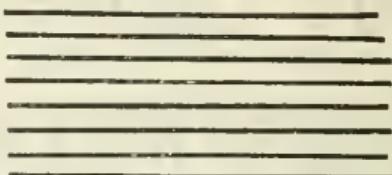
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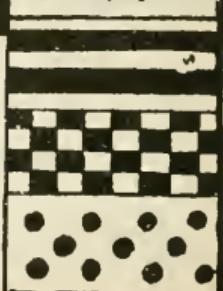
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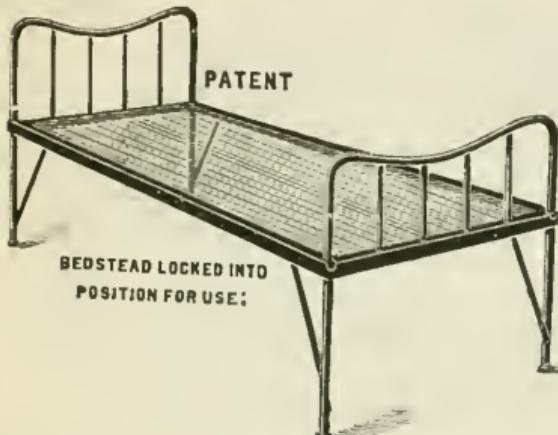
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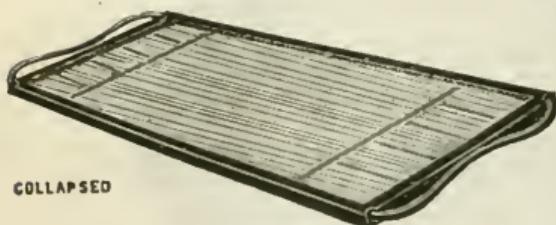
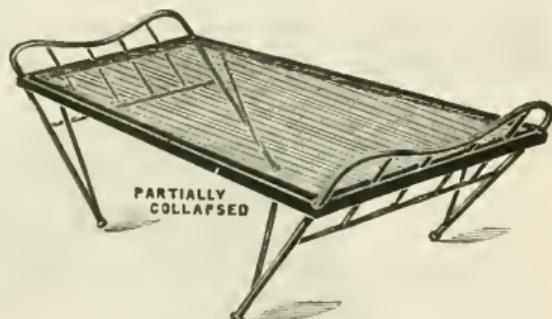
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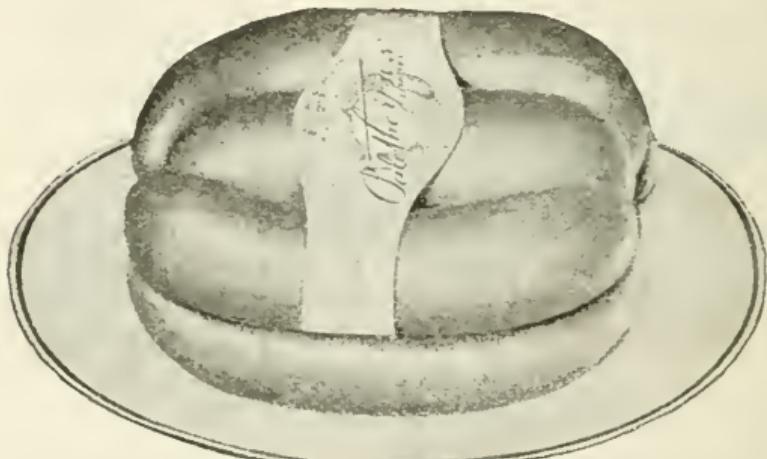
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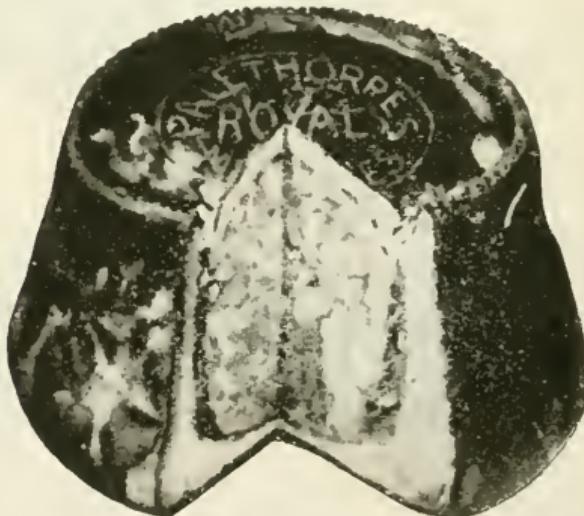
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No. 20.—Cartmel Priory and Newby Bridge Tour, via Windermere (Lake Side), Backbarrow Falls, Holker Park, and Grange.—Fare from 3/-.

For further particulars see "Tours through Lakeland" Pamphlets, to be had gratis at all Furness Railway Stations; of Mr. F. J. RAMSDEN, Superintendent of the Line, Barrow-in-Furness; at Messrs. THOS. COOK & SONS, and the Polytechnic Institute, Regent Street, W.; or from Messrs. W. H. SMITH & SONS' principal Bookstalls. Price 1/2d.

**Barrow with Fleetwood for Blackpool.**—During the Summer months the Furness Railway Company's Paddle Steamers "Lady Margaret" or "Lady Evelyn" will run daily between Barrow and Fleetwood for Blackpool. Full particulars as to Sailings, Fares, etc., may be obtained on application to the Superintendent of the Line, Barrow-in-Furness; or from Messrs. THOS. COOK & SONS Manchester, Blackpool and other Agencies.

**The Palette Album**, illustrating the above Tours, in colours, can be obtained at the principal Railway Bookstalls, price 6d.

**Picture Postcards of the Lake District** may be obtained at any station on the Furness Railway, and on the Company's Steamers; also at Furness Abbey Hotel and the principal Bookstalls. Reduced price, 12 cards for 6d.

ALFRED ASLETT,  
Secretary and General Manager.

# GLASGOW & SOUTH-WESTERN RAILWAY.

## SCOTLAND AND ENGLAND.

THE GLASGOW and SOUTH-WESTERN RAILWAY COMPANY gives a Direct Route between Scotland and England, connecting at Carlisle with the Midland Railway, the principal Termini being St. Enoch, Glasgow, and St. Pancras, London; and a Full and Expeditious Service is given between Glasgow, Paisley, Greenock, Ayr, Ardrossan, Kilmarnock, Dumfries, &c., and Liverpool, Manchester, Bradford, Leeds, Sheffield, Bristol, Bath, Birmingham, London, &c.

**DINING CARS** (First and Third Class) by the Morning and Afternoon Expresses, and **SLEEPING CARS** by the Night Expresses, in each direction, between GLASGOW (St. Enoch) and LONDON (St. Pancras).

New and Improved **CORRIDOR CARRIAGES** with **LAVATORY ACCOMMODATION** by the Morning, Afternoon, and Evening Expresses.

Passengers between Scotland and England by this, the most Picturesque Route, pass through the heart of the **Burns Country**, and holders of Tourist Tickets to and from Glasgow, or North thereof, are allowed to travel *via* Ayr (Burns' Birthplace). Tickets are also valid for break of journey at Dumfries (Burns' Burial-place).

## CLYDE WATERING PLACES.

The Glasgow and South-Western Line to Princes Pier Station, Greenock, is the most convenient for Visitors to the Watering Places on the Firth of Clyde and Western Highlands and the Islands of Scotland, to and from which places regular connections are maintained by the Company's magnificent Fleet of Steamers, as also by the "Columba," "Lord of the Isles," "Isle of Arran," "King Edward," "Queen Alexandra," &c.

All Passengers' Luggage is removed from the Trains to the Steamers, and *vice versa*, free of charge, by a special staff of attendants provided by the Company.

Passengers holding Through Tickets to or from England have the option of visiting Glasgow *en route*.

## ISLAND OF ARRAN, MILLPORT, & CAMPBELTOWN.

The most direct and expeditious route to the far-famed **Island of Arran** is by the Company's new swift Paddle Steamer "Glen Sannox," *via* Ardrossan; and to Millport, Campbeltown, &c., *via* Fairlie, where the Company's Trains run alongside the Steamers.

## AYRSHIRE COAST and THE LAND O' BURNS.

Passengers desirous of visiting the Ayrshire Coast Towns and places on the Company's Line, which are full of associations of the Poet Burns, and famous in history and romance, will find that the Company provide an excellent service of Express Trains from Glasgow and Paisley, composed of carriages of the most modern type, to Kilwinning, Stevenston, Saltcoats, Ardrossan, West Kilbride, Fairlie, Largs, Irvine, Troon, Prestwick, and Ayr, all of which places can be reached within the hour. There is also a service of Fast Trains to Maybole, Girvan, Pinmore, Pinwherry, Barrhill, New Luce, and Stranraer. From Stranraer Steamboat connections are formed to Ireland, *via* Larne, the open sea passage being only 80 minutes.

**FAMOUS GOLFING LINKS.**—Golfers will find Links of the highest order at Bridge of Weir, Kilmalcolm, Johnstone, Stevenston, West Kilbride, Largs, Bogside, Gailes Barassie, Troon, Prestwick, and Turnberry (Girvan). For descriptive notes on the various Links served by the Company's Trains, see the Guide to the Golfing Resorts, issued by the Company, free of charge.

**HOTELS.**—The Company have **Hotels** at **GLASGOW** (St. Enoch), **AYR**, and **DUMFRIES**, under their own management. These Hotels will be found replete with all modern conveniences and comforts. Excellent cuisine and a moderate tariff existing throughout.

# LONDON & NORTH-WESTERN RAILWAY.

## ROYAL MAIL ROUTE BETWEEN ENGLAND, IRELAND, AND SCOTLAND.

### THROUGH EXPRESS TRAINS

are run at frequent intervals between London, Birmingham, Liverpool, Manchester, Preston, the English Lake District, North, South, and Central Wales, Carlisle, Scotland, and Ireland, with connections to and from the manufacturing districts of South Staffordshire, Chester, Holyhead, Bolton, Blackburn, Bradford, Halifax, Leeds, and the manufacturing districts of Yorkshire.

Many of the Express Trains between London and the North call at Willesden Junction, and **Special Train Services** are in operation between Willesden and Victoria, Willesden and the Crystal Palace and Croydon, Willesden and Kensington (for Waterloo and the London and South-Western Railway), Willesden and Southall, connecting with the Lines South of the Thames, and between Willesden, Broad Street, Kew, and Richmond.

**Sleeping Saloons** are provided by the night trains between London and Liverpool, Manchester, Holyhead, Edinburgh, Glasgow, Stranraer, Perth, and Aberdeen.

**Breakfast, Luncheon, Tea, and Dining Cars** between London and Holyhead, Manchester, Liverpool, Birmingham, and Wolverhampton.

**Corridor Trains with Refreshment and Dining Cars** between London and Edinburgh and Glasgow.

**Hotel Accommodation.**—LONDON (Euston Hotel), LIVERPOOL (North-Western Hotel), BIRMINGHAM (Queen's Hotel), PRESTON (Park Hotel), CREWE (Crewe Arms), GLASGOW (Central Station Hotel), PERTH (Station Hotel), DUBLIN (North-Western Hotel), HOLYHEAD (Station Hotel), GREENORE, BLETCHLEY (North-Western Hotel). The Accommodation provided at these hotels is of the highest standard, and the charges will be found reasonable.

**Hot or Cold Luncheons in Baskets** are provided at the principal stations, 3s., including beer or wine, and 2s. 6d. without.

**Tea Baskets**, containing a Pot of Tea, Bread and Butter, and Cake, can be obtained at Preston, Lancaster, Llandudno Junction, Crewe, Birmingham (New Street), Coventry, Rugby, and Northampton, price 1s. each.

**Rugs and Pillows** may be obtained by passengers travelling by the Night Trains. Charge 6d. each for Rug or Pillow.

**Luggage collected, forwarded in advance, and delivered, at a charge of 1s. per package.**

**Tourists' arrangements, 1904.**—Tourist Tickets are issued during the season from the Company's principal stations to Scotland, the English Lake District, Ireland, North, South, and Central Wales, Malvern, Buxton, Stratford-on-Avon, Scarborough, Harrogate, Southport, Blackpool, Morecambe, Isle of Man, Isle of Wight, Jersey, Guernsey, and many other places.

Every information as to trains and fares can be obtained on application to Mr. Robert Turnbull, Superintendent of the Line, Euston Station, London, N.W.      **FREDERICK HARRISON**, *General Manager.*

EUSTON STATION, 1904.

# CALEDONIAN RAILWAY.

## TOURS IN SCOTLAND.

TO meet the requirements of the Tourist traffic to **Scotland**, the Caledonian Railway Company have arranged a system of Tours—over 150 in number—by Rail, Steamer, and Coach, comprehending almost every place of interest either for scenery or historical association in Scotland, including—

**ABERDEEN, ABERBROATH, ARDROSSAN, AYR, BALLACHULISH, BALLOCH, BRECHIN, EDZELL, CALLANDER, CRIEFF, COMRIE, DUMBARTON, DUMFRIES, DUNDEE, DUNKELD, EDINBURGH, FORFAR, GLASGOW, GOUROCK, GREENOCK, INVERNESS, INVERARAY, LEADHILLS, MOFFAT, MONTROSE, NAIRN, OBAN, FORT-WILLIAM, PAISLEY, PEEBLES, PERTH, ROTHESAY, STIRLING, ST. FILLANS, STRATHPEPPER.**

*The Trossachs, Loch Katrine, Loch Lomond, Loch Eck, Loch Earn, Loch Tay, Loch Awe, Caledonian Canal, Glencoe, Iona, Staffa, Skye, Balmoral, Braemar, Arran, Bute, The Firth of Clyde, The Falls of Clyde, &c., &c.*

*The Caledonian Company also issue Tourist Tickets to the Lake District of England, The Isle of Man, North Wales, West of England, South Coast of England, Connemara, The Lakes of Killarney, Belfast, and the North of Ireland, &c.*

The Company's Trains from and to Edinburgh, Glasgow, Carlisle, Liverpool, Manchester, London (Euston), &c., connect on the Clyde with the Caledonian Steam Packet Company's Fleet of Steamers. Also with the Steamers "Columba," "Iona," "Lord of the Isles," "Claymore," "Clansman," "Hebridean," Turbine Steamers "King Edward" and "Queen Alexandra," "Davaar," "Adder," &c., to and from Dunoon, Innellan, Rothesay, Largs, Millport, the Kyles of Bute, Arran, Campbeltown, Ardriishaig, Inveraray, Loch Goil, Loch Long, the West Highlands, Belfast, Isle of Man, &c., &c.

By this Company's Line Passengers from London (Euston), Liverpool, and other places in England, Edinburgh (Princes Street), Glasgow (Central), &c., &c., have the choice of "**THREE ROUTES**" to the Estuary of the Clyde and West Highlands, &c., &c., viz. :—

*Via GOUROCK, Via WEMYSS BAY, Via ARDROSSAN.*

The Trains run direct on to the Piers and alongside Steamers. Reserved Compartments for Ladies travelling alone.

Express Trains from Glasgow (Central Low Level) to Balloch in connection with Loch Lomond Steamers.

An improved Train Service is run between Edinburgh (Princes St.) and Glasgow (Central)—the journey being performed by Express Trains in a little over the hour.

An Express Service of Trains is also run from Edinburgh (Princes Street) and Glasgow (Buchanan Street) to Stirling, Bridge of Allan, Dunblane, Callander, Oban, Ballachulish, Fort-William, Crieff, Comrie, St. Fillans, Perth, Dundee, Forfar, Arbroath, Montrose, Brechin, Edzell, Aberdeen, Inverness, and the North, and *vice versa*. First and Third Class by all Trains.

The CALEDONIAN, in conjunction with the LONDON AND NORTH-WESTERN RAILWAY, forms the

## West Coast (Royal Mail) Route between Scotland and England.

LONDON (Euston) and	Edinburgh (Princes Street) .. .. ..	in 8 hours.
	Glasgow (Central) .. .. ..	in 8 hours.
	Aberdeen .. .. .. ..	in 11½ hours.

Direct Trains run from and to Glasgow (Central), Edinburgh (Princes Street), Ardrossan, Kilmarnock, Gourock, Greenock, Paisley, Balloch, Dumbarton, Stranraer, Stirling, Oban, Perth, Dundee, Forfar, Arbroath, Brechin, Montrose, Aberdeen, Inverness, and other places in Scotland, to and from London (Euston), Cambridge, Oxford, Leamington, Birmingham, Bristol, Bath, Cardiff, Exeter, Torquay, Plymouth, Liverpool, Manchester, Buxton, Chester, Preston, Penrith (for Lake District), Leeds, Bradford, &c., &c.

*Corridor Dining Trains* are run between Edinburgh, Glasgow, Liverpool, and London—Morning and Afternoon Day Expresses. *Corridor Sleeping Cars* on Trains between London, Glasgow, Edinburgh, Perth, and Aberdeen—Night Expresses. Pillows and Rugs available at nominal rates. *Lavatory Carriages* (First and Third Class) on Principal Routes. *Omnibuses* for the use of Family Parties are provided, when previously ordered, in Glasgow, Liverpool, Manchester, London, &c.

For full particulars of Trains, Fares, &c., see the Caledonian Railway Company's Tourist Guides and Time Tables.

## CENTRAL STATION HOTEL, GLASGOW, AND CALEDONIAN STATION HOTEL, EDINBURGH.

Under the Management of the Company.

Access from the Platforms.

GLASGOW, 1904.

R. MILLAR, General Manager.

# GREAT NORTHERN RAILWAY

Direct Service of Express Trains

TO

CAMBRIDGE. CROMER. DERBY.

LEICESTER. NOTTINGHAM.

SHEFFIELD. STOCKPORT.

MANCHESTER. LIVERPOOL.

WAKEFIELD. LEEDS.

HUDDERSFIELD.

BRADFORD. HALIFAX.

HULL. YORK.

AND ALL PARTS OF THE  
NORTH OF

ENGLAND

AND

SCOTLAND.



TO SCOTLAND

SLEEPING

CARRIAGES

ATTACHED TO ALL

NIGHT TRAINS  
TO SCOTLAND.

First and Third Class  
Carriages of the most  
improved description, fitted  
with Lavatories, Lighted by Gas,  
and heated by Steam in Winter, are  
attached to all the Express Trains.



BREAKFAST, LUNCHEON  
and DINING CARS

For 1st and 3rd Class Passengers,  
are attached to certain of the Express Trains  
running between London and Leeds;  
London and Bradford; London, Notting-  
ham and Sheffield; London and Edinburgh  
(Waverley); London and Aberdeen.

Time Tables (price one penny), Tourist  
and Week-end Programmes and lists of  
Farmhouse and Country Lodgings to be let  
during the summer months, may be obtained on  
application at Great Northern Stations, and Town  
Offices, or of the Chief Passenger Agent, King's Cross  
Station, N.

OLIVER BURY,

General Manager.

## NORTH BRITISH RAILWAY.

**T**HE NORTH BRITISH RAILWAY SYSTEM is the most extensive in Scotland. It directly serves all the most important districts of the Country, and by arrangements with other Railway Companies, with whom it is in alliance, or over whose lines it possesses Running Powers, provides convenient and expeditious Through Communication with all parts of the United Kingdom.

### THE MOST DIRECT AND POPULAR ROUTE to the WEST HIGHLANDS, OBAN, PORTREE, STORNOWAY, &c.,

is by the West Highland Line, by which there is an ample and expeditious Service of Trains, having Through Carriages from London and Edinburgh during the summer, and from Glasgow all the year round, to Fort-William, and *vice versa*, and connecting at Oban, Fort-William, Banavie, and Mallaig, with Mr. David MacBrayne's Steamers to and from the Hebrides, Inverness, Caledonian Canal, Portree, Stornoway, &c.

### THE COMPANY possesses the SHORTEST ROUTE to and from the NORTH *via* the FORTH and TAY BRIDGES,

and Through Express Trains are run daily between Edinburgh (Waverley and Haymarket Stations) and Dunfermline, Alloa, Stirling, and Perth, *via* the Forth Bridge, and between Edinburgh (Waverley and Haymarket Stations), and Glasgow (Queen Street Station) & Dundee, Arbroath, Montrose, Aberdeen, &c., *via* the Forth & Tay Bridges. Through Carriages are also run between Edinburgh & Inverness, *via* the Forth Bridge.

### EDINBURGH and GLASGOW.

A Complete Service of Express Trains at frequent intervals is run between Edinburgh (Waverley & Haymarket Stations) & Glasgow (Queen Street Station), passengers having the choice of two routes, *viz.*, *via* Linlithgow & Falkirk, or *via* Airdrie and Coatbridge.

**FAST STEAMERS SAIL from and to CRAIGENDORAN PIER** in connection with the Company's trains, which run alongside the pier; thereby affording convenient access to the various Watering Places on the Clyde, Greenock, the Gareloch, Loch Long, Holy Loch, the Kyles of Bute, the Islands of Bute and Arran, &c. These steamers also connect during the summer with the "Columba," "Iona," "Lord of the Isles," and Arran steamers.

### EXPRESS SERVICE WITH ENGLAND.

**THE EAST COAST ROYAL MAIL ROUTE** IS THE SHORTEST AND MOST POPULAR. Express Trains are run daily from Aberdeen, Montrose, Arbroath, Dundee (Tay Bridge Station), *via* Tay and Forth Bridges; Perth, Dunfermline, Alloa, and Stirling, *via* Forth Bridge; Glasgow (Queen Street), and Edinburgh (Waverley Station), to Berwick, Newcastle, York, Leeds, Peterborough, London (King's Cross Station), and *vice versa*. Many of the carriages on this route are built on the corridor principle.

**THE WAVERLEY ROUTE.**—The Waverley Route is most interesting and attractive, and is the only route which enables tourists to visit Melrose (for Melrose Abbey and Abbotsford), and St. Boswells (for Dryburgh Abbey). Express Trains are run daily from Aberdeen, Montrose, Arbroath, Dundee (Tay Bridge Station), *via* Tay and Forth Bridges; Perth, Dunfermline, Alloa, and Stirling, *via* the Forth Bridge; and Edinburgh (Waverley Station), to Carlisle, Manchester, Liverpool, Leeds, Sheffield, Birmingham, Bristol, Bournemouth, London (St. Pancras), &c., and *vice versa*.

**FIRST AND THIRD CLASS DINING TRAINS.**—Corridor Trains containing First and Third Class Dining Saloons, run daily between Edinburgh (Waverley) and London (King's Cross and St. Pancras).

Sleeping Carriages, and First and Third Class Lavatory Carriages are run by both the above routes. Sleeping berths may be secured on application to Mr. D. DEUCHARS, Superintendent of the Line, Edinburgh.

### RAIL. COACH, and STEAMER CIRCULAR TOURS

To Inverness, Fort-William (for Ben Nevis), Caledonian Canal, West Highlands, Mallaig, Isle of Skye, Oban, Firth of Clyde, Aberfoyle, Trossachs, Loch Katrine, and Loch Lomond. Tickets for Circular Tours, embracing the above-mentioned places, are issued at Edinburgh (Waverley and Haymarket Stations), Glasgow (Queen Street), and all other Principal Stations on the North British Railway.

**SALOON AND FAMILY CARRIAGES AND RESERVED COMPARTMENTS** are provided for the conveyance of families or invalids, on terms which may be ascertained on application to the Superintendent of the Line, Edinburgh.

**HOTELS.**—**North British Station Hotel, Edinburgh.**—This magnificent and well appointed Hotel, owned and managed by the North British Railway Company, is situated in Princes Street, and communicates by Lift with Waverley Station. It is Fire-proof throughout. Telegraphic Address, "British, Edinburgh." **Station Hotel, Perth.**—This Hotel adjoins the Station, and is furnished in the most modern style, replete with every comfort. Telegraphic Address, "Station Hotel, Perth." **North British Station Hotel, Glasgow.**—This Hotel will remain closed for a few months for alteration and refurnishing, and when this has been completed it will be re-opened under the direct management of the North British Railway Company. Due announcement will be made of the re-opening. **Apartments, etc.,** can be ordered, free of charge, by Telegraph, on Passengers handing a Memorandum of their requirements to the Station Master or other Official at any of the principal Stations, or to the Conductor or Guard of the Train. **The Hotel Porters** at the above-mentioned Hotels attend the trains and convey Luggage, free of charge, to or from the Hotels.

*For Particulars of Tours, Fares, and General Arrangements, see the Company's Time Tables and Tourist Programme, copies of which may be obtained from any of the Stationmasters, or from Mr. D. DEUCHARS, Superintendent of the Line, Edinburgh.*

EDINBURGH, 1904.

W. F. JACKSON, GENERAL MANAGER.

# THE HIGHLAND RAILWAY.

**Holiday Resorts in the Highlands of Scotland:—**  
 Dunkeld, Pitlochry, Aberfeldy, Blair Atholl, Kingussie, Carr Bridge, Boat of Garten, Grantown, Forres, Elgin, Nairn, Inverness (the Capital of the Highlands), Beauly, Fortrose, Dingwall, Strathpeffer, Garve, Achnasheen (for Loch Maree), Kyle of Lochalsh (for Portree, Stornoway, &c.), Tain, Lairg, Dornoch, Golspie, Helmsdale, Wick, Thurso, and Lybster.

*For Fishing, Golfing, Shooting, Excursions by Steamer or Coach, or for quiet resting, the Highlands are unsurpassed. The Scenery is delightful in variety; the Climate bracing and wholesome.*

All the above Stations are on the **Highland Railway**, and Passengers should obtain Tickets by the Highland Route, *via DUNKELD*. During the Tourist Season Tickets are issued at all the principal Stations in England and Scotland.

The Railway from SPEAN BRIDGE to INVERGARRY and FORT AUGUSTUS was opened in July last year, and provides new ground for Visitors in a most interesting and romantic part of the Highlands.

For Fares, Times of Trains, Through Carriages, &c., see the Company's Time Tables, sent to any address on application.

## STATION HOTEL, INVERNESS

Belonging to the Company, is a First-class Family and Commercial Hotel. It adjoins the Station and occupies the most central position in the Town. Grill Room in connection.

The Company's Station Hotel at **KYLE of LOCHALSH** is convenient for Tourists *en route* to the **ISLE of SKYE**, **STORNOWAY**, and the **WESTERN ISLANDS**.

The Company's **NEW STATION HOTEL** at **DORNOCH**, **SUTHERLANDSHIRE** (**DORNOCH** is the paradise of the Golfer), is expected to be ready for Visitors in June.

Passengers can secure Apartments by Telegraph, **FREE** of **CHARGE**, by applying to any of the Station Officials on the Line, and giving their Name and Address in writing.

# GREAT EASTERN RAILWAY

## SEASIDE, and BROADS and RIVERS of NORFOLK AND SUFFOLK.

CHEAP TICKETS ARE ISSUED AS UNDER BY ALL TRAINS.

LIVERPOOL STREET or FENCHURCHSTREET to	FRIDAY OR SATURDAY TILL TUESDAY. A		FORTNIGHTLY, Available for 15 Days. B		TOURIST. C	
	1st Cl.	3rd Cl.	1st Cl.	3rd Cl.	1st Cl.	3rd Cl.
Southend-on-Sea ... (via Shenfield)	6/-	3/6	7/-	4/4	8/8	4/4
*Burnham-on-Cr'ch						
LIVERPOOL ST. to Clacton-on-Sea ...	13/6	7/6	17/6	10/-	20/-	12/-
Frinton-on-Sea ...						
Walton-on-Naze ..						
Dovercourt ...						
Harwich ...						
Felixstowe ...	13/6	8/-	17/6	10/-	23/4	14/3
Aldeburgh ...	16/-	10/-	25/-	13/-	27/9	16/9
Southwold ...	22/-	11/-	27/6	15/-	31/3	18/5
LIVERPOOL STREET or ST. PANCRAS to						
Lowestoft (Central) ...	22/-	11/-	27/6	15/-	33/-	19/9
Gorleston-on-Sea ...	22 -	11/-	27/6	15/-	34/-	20/-
Yarmouth ...	22/-	11/-	27/6	15/-	34/-	20/-
Cromer ...	22/-	11/-	27/6	15/-	34/-	20/-
Wroxham ...	22/-	11/-	27/6	15/-	34/-	20/-
Mundesley-on-Sea ...	22/-	11/-	27/6	15/-	34/-	20/-
Hunstanton ...	16/-	10/-	25/-	13/-	30/6	18/-
Norwich ...					31/10	18/11

- A. **Friday to Tuesday Tickets** are issued every Friday and Saturday, and are available for return by any of the advertised trains on the day of issue or on any day up to and including the Tuesday following the date of issue.
- B. **Fortnightly Tickets** are issued daily, and are available for return by any of the advertised trains on any day within fifteen days, including the days of issue and return.
- C. **Tourist Tickets** are issued daily throughout the year by any train, and are available for the return journey by any train on any day within six calendar months from the date of issue. Those issued during May and June will be available up to 31st December, 1904.

\*Fortnightly and Tourist Tickets to Burnham-on-Crouch are issued only from May to October inclusive.

**Friday to Tuesday, Fortnightly, and Tourist Tickets** to the above seaside stations are also issued at Great Eastern stations within twelve miles of London, and at the stations on the East London Line, at the same fares as from Liverpool Street. For full particulars see the Company's Time Book and Handbills.

RESIDENTIAL SEASON TICKETS at cheap rates are issued between Liverpool Street and Southend, Clacton, Walton-on-Naze, Dovercourt, Harwich and Felixstowe, for periods of One Week, Two Weeks, One Month, Three Months, Six Months, and Twelve Months. Full particulars may be obtained of the Secretary, Liverpool Street Station.

The New Coast Railway between Lowestoft and Yarmouth is now open for traffic. The Stations are Lowestoft North, Corton, Hopton, Gorleston-on-Sea, and Gorleston North.

At Pamphlets on the Holiday Resorts in the Eastern Counties and the Broads District of Norfolk and Suffolk, and List of Farmhouse and Country Lodgings in the Eastern Counties, can be obtained gratis and post free on application to the Superintendent of the Line, Liverpool Street Station.

J. F. S. GOODAY, GENERAL MANAGER.

LIVERPOOL STREET STATION, LONDON, E.C., May, 1904.

# GREAT WESTERN RAILWAY

Best Route to Bath, Bristol, Exeter, Plymouth, North and South Devon, Cornwall, Birmingham, Midland Counties, North and South Wales, Ireland, &c.

## EXPRESS TRAINS between LONDON (Paddington Station)

AND	Hrs.	AND	Hrs.	AND	Hrs.
BRISTOL ..	IN 2	PENZANCE ..	IN 8	SHREWSBURY IN	3½
WEYMOUTH ..	3½	OXFORD ..	1½	CHESTER ..	4½
EXETER ..	3½	WORCESTER ..	2½	BIRKENHEAD ..	5½
TORQUAY ..	4½	LEAMINGTON ..	2	CARDIFF ..	3
PLYMOUTH ..	5	BIRMINGHAM ..	2½	SWANSEA ..	4½
		WOLVERHAMPT N.	2		

All Trains are First, Second, and Third Class.

**Corridor Carriages**, with Reserved Compartments for Ladies, Smoking Saloons and Lavatory Compartments of each class, are run on many of the Express Trains.

Road and Rail Motor Car Services in many parts of the Country.

NEW DIRECT ROUTE to DOVER and the CONTINENT via READING.

Express Services between Liverpool, Birkenhead, Chester, Birmingham, Leamington, Malvern, Worcester, Oxford, Plymouth, Exeter, Bristol, Cardiff, Hereford, Cheltenham, Gloucester, etc., and Dover, Hastings, Canterbury, Ramsgate, Margate, Folkestone, Paris, Brussels, Cologne, Bale, etc.

Through Carriages between Birkenhead and Dover, avoiding London.

## Channel Islands, via Weymouth or Southampton.

The Steamboat Service between Weymouth and the Channel Islands and Southampton and the Channel Islands is carried on jointly by the Great Western and London and South Western Railway Companies. For full particulars see Time-book.

## IRELAND via NEW MILFORD.

Fast and Comfortable New Steamers. Open Sea Journey Five Hours.

**EXPRESS SERVICES TO WATERFORD, CORK, KILLARNEY,** and the beautiful scenery in the **SOUTH AND WEST OF IRELAND**.

Express Trains between Waterford and Dublin in connection with the Great Western Steamers.

Through Express Trains by the Shortest and Best Route between West of England (*via* Severn Tunnel, Swansea, Cardiff, Newport, and other stations in South Wales, and Liverpool, Manchester, Lancashire and Yorkshire districts, and all the principal towns in the North of England and Scotland).

**Excursion, Tourist, and other Pleasure Traffic.**—During the Season the Great Western Company supply, gratuitously, programmes of Tourist arrangements, and passengers are thereby enabled to secure valuable and reliable information as to Fares, Routes, Conveyances, &c. Winter Tourist Tickets are issued to Bath, Torquay, Paignton, Fowey, Newquay, Truro, Falmouth, Helston, St. Ives, Penzance, Tenby, and certain other Health Resorts. Pleasure Party Tickets at Reduced Rates are issued during the Summer Months, and special arrangements made for the conveyance of Football Parties, Cricketers, &c. **Excursion Trains** are run during the Season between the Principal Stations on the Great Western Railway.

**Passengers' Luggage Collected and Delivered in Advance at 1s. per package.**

**Breakfast, Luncheon, and Dining Cars** for 1st, 2nd, and 3rd Class Passengers.

**Luncheon Baskets** can be obtained at the principal Stations. Hot or Cold Luncheon, with bottle of beer, 3s.; without beer, 2s. 6d.

**Tea Baskets**, containing Pot of Tea or Coffee, Bread and Butter, and Cake or Bun, for one person, 1s.; Tea Basket for two persons, 1s. 6d.

**Hotels under the Management of the Great Western Railway Company—**

Great Western Royal Hotel, Paddington Station; Tregenna Castle Hotel, St. Ives, Cornwall; South Wales Hotel, New Milford; Hotel Wyncliffe, Goodwick, Pembrokeshire.

May, 1904.

JAMES C. INGLIS, *General Manager.*

# CHEAPEST RAILWAY TICKETS IN THE WORLD.

## BELGIAN STATE RAILWAY AND MAIL PACKET SERVICE.

### THE CONTINENT *VIA* DOVER & OSTEND.

Three Departures Daily in each direction.  
Sea Passage, Three Hours.



Official Agency of the German Railway Union  
for the issue of

**“RUNDREISE” (Combined Tour) TICKETS**  
for any route required over the Belgian, German, French, Swiss, Italian, Austrian, Turkish, Dutch, Danish, Norwegian, and Swedish Lines. Descriptive pamphlet and specimen quotation will be supplied free on application.

**FORTNIGHTLY SEASON TICKETS** are also in issue, enabling the holder to travel all over Belgium on the State Lines, and including one sea passage each way between **DOVER** and **OSTEND**.

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**CHEAP EXCURSION TICKETS** during the season to **OSTEND, BRUSSELS, and ANTWERP**, *via* Brussels, at **Less than Single Fares**.

For full particulars and tickets dated in advance, apply to the Belgian Mail Packet Offices—

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ROYAL MAIL EXPRESS SERVICES

TO THE

# CONTINENT

VIA

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ARE ISSUED FROM

CHARING CROSS (West End), CANNON ST., & LONDON BRIDGE  
TO

Bexhill, Canterbury West, Deal, Dover, Folkestone Central, Folkestone Junction, Hastings, Hythe, Lydd, Maidstone, Margate, New Romney (Littlestone-on-Sea), Ramsgate, Rye, St. Lawrence, St. Leonards-on-Sea (Warrior Square), Sandgate, Sandling Junction, Sandwich, Shorncliffe Camp, Southborough, Tonbridge, Tunbridge Wells, Walmer, and Whitstable-on-Sea.

ALSO FROM

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Bexhill, Birchington-on-Sea, Broadstairs, Canterbury East, Deal, Dover, Faversham, Hastings, Herne Bay, Maidstone, Margate, Ramsgate, St. Leonards, Sheerness, Sittingbourne (for Milton), Tunbridge Wells, Walmer, Westgate-on-Sea, and Whitstable-on-Sea.

For fares and further particulars respecting the Cheap Tickets, Times of Continental Service, etc., see current time-books and programme.

VINCENT W. HILL, General Manager.

## London and South Western Railway.

*The Shortest, Quickest, and most Picturesque Route between London, the Isle of Wight, Weymouth, and the West of England.*

## Corridor, Luncheon, and Dining Car Trains, 1ST, 2ND, & 3RD CLASS, BETWEEN WATERLOO, EXETER, and PLYMOUTH.

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WEYMOUTH	„	3	5
ISLE OF WIGHT	„	2	45
PORTSMOUTH	„	2	0
LYME REGIS	„	4	10
SEATON	„	4	22
SIDMOUTH	„	4	10
B. SALTERTON	„	4	18
EXMOUTH	„	3	58
PLYMOUTH	„	4	52
ILFRACOMBE	„	5	44
LYNTON	„	6	47
BUDE	„	5	26
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INVALID, SALOON, and FAMILY CARRIAGES provided upon application. PASSENGERS' PERSONAL LUGGAGE collected, forwarded, and delivered in advance.

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CHANNEL ISLANDS, ETC.

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Decide to Spend your Spring & Summer Holidays  
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**THE ISLE OF WIGHT.**  
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FASHIONABLE WATERING PLACES, COMBINED WITH  
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*Osborne Now Open to the Public every Tuesday & Friday.*

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Cheap railway excursions to all parts daily. Weekly Tickets, covering use of all trains and all railways in the island (except Ryde Pier) for seven days are issued at exceptionally low prices.

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Visitors can reach the island by frequent express trains from Waterloo, Victoria, London Bridge, Kensington, Clapham Junction, &c., either *via* Portsmouth and Ryde, Stokes Bay and Ryde, and Southampton and Cowes.

Well-appointed steamers connect at Ryde and Cowes with trains.

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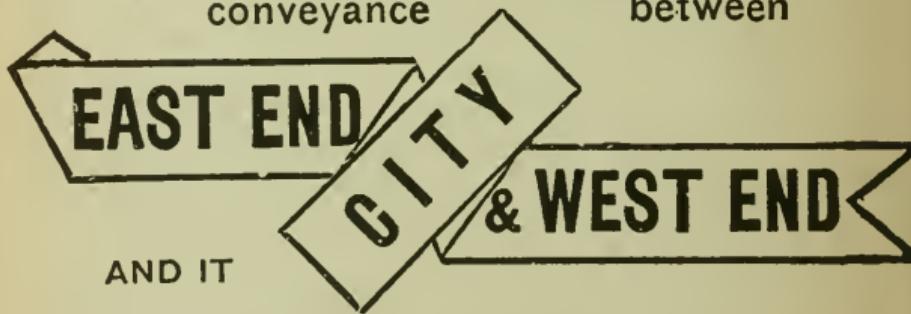
List of Apartments and accommodation at the various Island Watering Places, also Guide, on application to

H. K. DAY, MANAGER, I.W. Railway.

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Through Bookings are in operation between the  
**DISTRICT LINE AND ALL STATIONS IN**  
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## DIRECT EXPRESS ROUTE BETWEEN THE EAST AND WEST COASTS.

THROUGH FAST TRAINS between Liverpool, Manchester, and Principal Lancashire Towns, and **HALIFAX, BRADFORD, LEEDS, HARROGATE, GOOLE, HULL, YORK, SCARBOROUGH, and NEWCASTLE**, in direct communication with Express Trains to and from all parts of the North-Eastern system. Express Service between **LIVERPOOL and MANCHESTER** in forty minutes.

### AN EXCELLENT SERVICE OF TRAINS

is in operation between the Principal Stations in Lancashire and Yorkshire, and **BLACKPOOL, LYTHAM, SOUTHPORT, and SCOTLAND**. Fast Trains run *via* Preston, and *via* Hellifield, to all parts of Scotland.

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During the Summer months through express trains are run between Manchester (Victoria) and **Sheringham and Cromer (Beach)**.

### ROYAL MAIL ROUTE to THE NORTH of IRELAND, *via* Fleetwood, Belfast, & Londonderry.

The L. & Y. and L. & N. W. Company's Royal Mail Twin-screw Steamers sail daily (Sundays excepted), between Fleetwood and Belfast, open sea passage 5½ hours, also between Fleetwood and Londonderry twice weekly. The steamers are lighted with Electricity, and there are Dining Saloons, Ladies' Cabins, and State Rooms, replete with every modern comfort. Express Trains are run in connection with the Boats between Manchester, Liverpool, Bolton, Bradford, Leeds, Sheffield, Harrogate, York, Newcastle, Birmingham, London, and other important Places, and Fleetwood. The Boat Train from Fleetwood to Manchester, Halifax, Bradford, and Leeds, in connection with the Steamers from Belfast and Londonderry, is a Vestibule Breakfast Car Train.

The Fleetwood route will be found the most expeditious and convenient for the North of Ireland. Passengers and their luggage proceed direct from the train to the steamer by a covered way. No expense is incurred in the transfer of luggage to and from the boats.

### LIVERPOOL AND DROGHEDA SERVICE.

The L. & Y. Co.'s steamers sail between Liverpool (Collingwood Dock) and Drogheda. For particulars of Sailing see Sailing Bills and Cards.

### IRELAND AND ENGLAND, *via* DUBLIN AND LIVERPOOL.

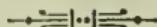
Steamers leave North Wall daily, Monday to Friday inclusive, at 12 noon and 8.0 p.m., and on Saturdays at 2.0 p.m. and 8.0 p.m., in connection at Liverpool with Express Service of Trains to all parts.

**ISLE OF MAN, *via* FLEETWOOD, & *via* LIVERPOOL.**  
During the Season the Isle of Man Steam Packet Company's Steamers, sail daily (Sundays excepted), between Fleetwood and Douglas, Isle of Man, at convenient hours, and daily (Sundays excepted), all the year between Liverpool and Douglas. There is also a service on certain days between Fleetwood and Ramsey, *via* Douglas, and direct sailing on certain days between Liverpool and Ramsey. Passengers and their luggage are conveyed Free of charge between Liverpool (Exchange Station) and the Drogheda, Dublin and Isle of Man Steamers.

**Every Friday & Saturday short and long date Tickets** are issued by any train from principal stations to Blackpool, Fleetwood, Lytham, St. Anne's, Southport, Liverpool, Harrogate, Scarborough, &c.

For full particulars apply to Mr. CHAS. J. NICHOLSON, Passenger Superintendent, Victoria Station, Manchester.  
**MANCHESTER.** JOHN A. F. ASPINALL, GENERAL MANAGER.

# FESTINIOG RAILWAY, NORTH WALES.



THIS celebrated Miniature Line, the original "**TOY RAILWAY**," and the world-renowned pioneer of narrow gauge railways, is situated in the centre of the finest scenery in the Principality. In its continuous ascent from Portmadoc to the Festiniog slate quarries it traverses, by means of sharp curves and gradients, a rugged but most picturesque tract of country, and in its windings along the hill sides at a great height above the valley it continually discloses fresh views of river, sea, and mountain, amongst which is comprised the grand panorama of the Snowdon range.

It is yearly visited by thousands of tourists, who are charmed with the novelty of the line and its surroundings.

It is readily accessible from all parts of the country, through Bettws-y-Coed, *via* the London and North-Western Railway; or through Bala, *via* the Great Western Railway, changing in each case at Blaenau Festiniog; or through Barmouth or Afonwen, *via* the Cambrian Railways changing at Minffordd.

It forms the most direct route between the seaside resorts on the north, and those on the south and west coasts of North Wales.

**CIRCULAR TOUR TICKETS** are issued by the London and North-Western, Great Western, and Cambrian Railway Companies, available over the Line and in connection with four-horse coaches running through the Snowdon district.

J. S. HUGHES, GENERAL MANAGER,  
Portmadoc, 1904.

# CAMBRIAN RAILWAYS.

# TOURS IN WALES.

BATHING, BOATING, FISHING (Sea, River, and Lake),  
GOLFING, COACHING, MOUNTAINEERING.

**TOURIST TICKETS** available for two months, issued throughout the year, from London and all principal stations in England and Scotland to

Aberystwyth, Borth, Llanbedr & Pensarn, Machynlleth, Towyn, Aberdovey, Dolgellau, Barmouth, Harlech, Portmadoc, Criccieth, Pwllheli, Llanidloes, Rhayader, Builth, Wells, and Brecon.

**CHEAP WEEK-END & TEN DAYS TICKETS** are issued every FRIDAY AND SATURDAY THROUGHOUT THE YEAR (for exceptions, see the issuing Companies' Announcements) from SHREWSBURY, BIRMINGHAM, WOLVERHAMPTON, STAFFORD, BURTON, DERBY, LEEDS, LEICESTER, HUDDERSFIELD, STOCKPORT, OLDHAM, MANCHESTER, PRESTON, BLACKBURN, ROCHDALE, BRADFORD, WAKEFIELD, HALIFAX, BOLTON, WIGAN, WARRINGTON, CREWE, LIVERPOOL, BIRKENHEAD, STOKE, and other Stations to the CAMBRIAN WATERING PLACES.

EVERY WEDNESDAY during July, August, and September CHEAP WEEKLY OR FORTNIGHTLY TICKETS will be issued FROM LONDON to the Cambrian Coast and certain Inland Stations, available to return on the following Monday, Wednesday, or Monday week and Wednesday fortnight.

Tickets at the same fares are also issued to London on every Wednesday, during the same period, to return on the following Wednesday or Wednesday week.

## ABOUT THIRTY RAIL AND COACH EXCURSIONS DAILY

are run from the Cambrian Railways, during the Summer Months, through the finest scenery in the Principality.

CYCLING AND WALKING TOURS at cheap fares throughout the Mountain, River, and Lake District of North and Mid-Wales.

For particulars see *Rail and Coach Excursions Programme, issued gratis (July)*.

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(LONDON to ABERYSTWYTH,  $6\frac{1}{2}$  hours; BARMOUTH, 7 hours). are run daily during the Season in connection with Fast Trains on the London and North Western and other Railways, between London, Liverpool, Manchester, Birmingham, Staffs, Shrewsbury, Hereford, Merthyr, Cardiff, Newport (Mon.), &c., and Aberystwyth, Barmouth, &c.

SEE THE CAMBRIAN RAILWAYS' NEW AND BEAUTIFUL ALBUM,

## “CARDIGAN BAY Illustrated.”

## GEMS OF PICTURESQUE SCENERY IN WILD WALES.

PRICE 6d.

At the principal Railway Bookstalls, the Company's Stations, and the undermentioned Offices, &c.

## PICTURESQUE WALES (Illustrated).

The Official Guide Book to the Cambrian Railways, edited by MR. GODFREY TURNER, Price 6d., can be obtained at the Bookstalls, and at the Company's Offices or Stations, also of Messrs. W. J. Adams & Sons, 59, Fleet Street, London, E.C.

**FARM HOUSE AND COUNTRY LODGINGS.**—Attention is drawn to the Illustrated Pamphlet issued by the Company.

## “LIST OF LODGINGS.”

Price 1d. at the principal Railway Bookstalls and Company's Stations.

Time Tables, Tourist Programmes, Guide Books, and full particulars of Trains, Fares, &c., may be obtained from MR. W. H. COUGH, Traffic Superintendent, Oswestry, at any of the Company's Stations, and at the undermentioned Cambrian Offices: 108, Victoria Road, New Brighton, LIVERPOOL; The Exchange, CARDIFF. BIRMINGHAM—137, Corporation Street; BRADFORD—Messrs. Dean & Dawson, 79, Market Street; SHEFFIELD—Messrs. Dean & Dawson, 7, Haymarket; LEEDS—Mr. L. H. Sykes, 46, Boar Lane. OLDHAM—Mr. L. R. Stanter, 112, Union Street.

General Offices,  
Oswestry, 1901.

C. S. DENNIS,  
Secretary and General Manager,

# Great Southern & Western Railway (IRELAND).

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# Lakes of Killarney

**Glengarriff,**

**Parknasilla,**

(An Ideal Tourist Resort)

**Kilkee,**

(The Brighton of Ireland)

**Cork,**

**Lahinch,**

(Famous Golf Links)

**Blarney,**

(Celebrated Hydro. & Castle)

**Queenstown, &c., &c.**

## LUXURIOUS DINING & DRAWING-ROOM CORRIDOR CARRIAGES

Over One Hundred Miles of River, Ocean, and Mountain Scenery,  
by Rail and Coach.

SPLENDIDLY EQUIPPED HOTELS (under the management of  
the Company) situated at **KILLARNEY**, **KENMARE**, **PARK-  
NASILLA**, **WATERVILLE**, and **CARAGH LAKE**.

Combined Rail and Hotel Tickets issued in connection with these Hotels.

*Visitors to KILLARNEY are recommended to obtain their Tickets via  
GRAND ATLANTIC COAST ROUTE, as this embraces PARKNASILLA, an  
ideal TOURIST RESORT.*

## FAST EXPRESS CORRIDOR TRAINS RUN DURING TOURIST SEASON.

Tourists are recommended to provide themselves with the  
Company's beautifully Illustrated and Revised Guide, "THE  
SUNNYSIDE OF IRELAND," post free for twelve penny stamps.

All information respecting Hotels, Fares, Travel, &c., can be obtained  
from :—

**SUPERINTENDENT OF THE LINE**, Kingsbridge Station, Dublin ;  
or Messrs. J. Wallis & Sons, 33, Bachelor's Walk, Dublin ; Messrs. C. W.  
Bullock & Co., 22, Lime Street, Liverpool ; Geo. K. Turnham, 2, Charing  
Cross, London, W. ; or any of Messrs. Thos. Cook & Son's Offices.

**C. H. DENT**, *General Manager.*

**VISIT KILKEE,  
SPANISH POINT,  
LAHINCH, LISDOONVARNA  
AND THE  
Unrivalled Cliff and Coast Scenery  
OF  
WEST CLARE.**

THE DIRECT ROUTE  
TO THESE  
*Famous Health and Pleasure Resorts*  
IS BY THE  
**WEST & SOUTH CLARE RAILWAYS**

From ENNIS to ENNISTYMON (for Lisdoonvarna),  
LAHINCH (for the Golf Greens and the Cliffs of Moher),  
MILLTOWN-MALBAY (for Spanish Point), and

**KILKEE.**

THROUGH TOURIST TICKETS are issued at the principal Railway Stations in Ireland and England; also at the Offices of Thos. Cook & Son, and Dean & Dawson; and at the Irish Railway Companies' Tourist Office, 2, Charing Cross, London, S.W.

For information as to Fares, Routes, Hotels, Golfing, Fishing, &c., apply to—

**PATRICK SULLIVAN, MANAGER.**

*West Clare Railway, Ennis, 1904.*

# GREAT NORTHERN RAILWAY (IRELAND).

## THE ROYAL MAIL ROUTE

Between ENGLAND and BELFAST and the NORTH OF IRELAND,  
via KINGSTOWN, and

### EXPRESS SERVICES

Via HOLYHEAD & DUBLIN (NORTH WALL) & via GREENORE.

Fastest & Most Direct Service Between Ireland & Scotland

*Via BELFAST, and*

**ROYAL MAIL ROUTE via BELFAST & ARDROSSAN.**

**BREAKFAST & DINING CARS** are run as follows—

**BREAKFAST CAR.**—Kingstown Pier to Belfast per 5.37 a.m. Limited Mail Train, in connection with the Mail Packet from Holyhead. Belfast to Dublin per 7.30 a.m. Express Train.

**DINING SALOON.**—Dublin to Belfast per 5.50 p.m. Express Train. Belfast to Dublin and Kingstown Pier per 5.0 p.m. Limited Mail Train, in connection with the Mail Packet to Holyhead.

The Dining Cars to and from Kingstown Pier are run alongside the Mail Packet, thus saving all transferring of passengers and luggage at Dublin (Amiens Street).

### HOTELS.

First-class Hotels have been provided at **WARRENPOINT, ROSTREVOR, and BUNDORAN**, and are owned and managed by the Company.

Combined Rail and Hotel Tickets are issued from **Dublin, Belfast, and all the principal Stations** in connection therewith.

### The principal SEASIDE & HEALTH RESORTS

in the NORTH OF IRELAND are situated on the Great Northern (Ireland) Company's System; amongst them are:—

**BUNDORAN** (on the Atlantic Coast) is pronounced by eminent Medical authorities to be the most invigorating Seaside Resort in the United Kingdom. A short distance is Lough Melvin, and the famous Lough Erne.

**LOUGH ERNE** (the Irish Lakes), which district offers splendid sport for rod and gun.

**ROSTREVOR.**—Balmy and restorative climate.

**WARRENPOINT** (on Carlingford Lough).

This Company's Line is also the route for **Portsdown** (Golf Resort), **Rosapenna, Carrick, Glencolumkille, Killybegs, Gweedore, and the whole County and Coast of Donegal.**

*The Company have published a complete Guide to the North of Ireland, entitled "Northern Ireland," price 1s. Copies can be obtained at any of the Company's Stations or Agencies.*

To obtain the Company's Time-Tables, Illustrated Guides and Programmes, and full information as to Fares, Routes, Excursion Arrangements, &c., please apply to the Superintendent of the Line, Amiens Street Terminus, Dublin; or at the Company's Office, at No. 2, Charing Cross, London, or 12, Imperial Chambers, Dale Street, Liverpool.

**HENRY PLEWS, General Manager.**

# GRAND HOLIDAY SEA TRIPS

(*Magnificent Coast Scenery*)

BETWEEN

# LONDON & DUBLIN

AND THE

# SOUTH OF ENGLAND.

The best route for Cornwall, Devon, Wilts, Sussex, Kent, Essex, Hants, and Surrey, and for the Scilly Islands, the Isle of Wight, the Channel Islands, and France.

THE LARGE FIRST-CLASS STEAMERS OF THE  
British & Irish Steam Packet Company, Ltd.,

Leave London and Dublin twice a week, calling both ways at Portsmouth, Southampton, Plymouth and Falmouth.

Sailing Days : *From London—Sundays and Wednesdays.*  
*From Dublin—Wednesdays and Saturdays.*

F L E E T :—

“Lady Roberts,” ... ...	1,462 tons	“Lady Wolseley,” ... ...	1,424 tons
“Lady Hudson-Kinahan,” 1,372		“Lady Martin,” ... ...	1,355 ,
“Lady Olive,” ... ...	1,096 tons		

These vessels have superior accommodation for First and Second Cabin and Steerage Passengers, are fitted with Electric Light, have Deck State Rooms, Smoke Rooms, &c., and carry Stewards and Stewardesses.

Circular Tours from LONDON to Killarney, Cork and South of Ireland, Isle of Man, Glasgow, &c., from SOUTH OF ENGLAND Ports to Connemara and West of Ireland (June to Sept.) and from DUBLIN to Channel Islands and France *via* Southampton. Scilly Islands.—Passengers for these charming Islands land at Falmouth and travel *via* Penzance.

London, Dublin and Isle of Man Tours, 42/- Return 1st Class to Dublin by this Company's Steamers, thence by Isle of Man S.P. Company's Steamers, or per S.S. “YARROW.” Splendid Summer Service from Dublin.

## SPECIAL CHEAP EXCURSION TICKETS

First and Second Cabin, available for 16 days, are issued between any two of the following Ports—Dublin, Falmouth, Plymouth, Southampton, Portsmouth, at a Single Fare and a Quarter.

*Ordinary Return Tickets are available for three months.*

Private Cabins can be reserved on payment of extra charge on early application being made for same.

Tourists will find much interesting information in Company's Illustrated Handbook; sent post free from any of the Company's Offices, or obtainable on board the Steamers.

AGENTS :—30, EDEN QUAY, DUBLIN, Carolin & Egan. LONDON : James Hartley & Co., 19, Leadenhall Street, E.C.; North Quay, Eastern Basin, London Docks, E. PLYMOUTH : R. Clark & Son, Millbay Pier; H. J. Waring & Co., Millbay Pier. SOUTHAMPTON : Le Feuvre & Son, 8, Gloucester Square. FALMOUTH : W. & E. C. Carne, Market Street. PORTSMOUTH : J. M. Harris, 10, Broad Street.

*Tickets are also issued by Messrs. THOS. COOK & SON.*

Chief Offices :—3, North Wall, Dublin. A. W. Egan, *Secretary.*  
Telegraphic Address :—“AWE, DUBLIN.”

# WORLD TRAVEL.

Organized by HENRY S. LUNN, M.D., F.R.G.S.,  
W. HOLDSWORTH LUNN & CONNOP F. S. PEROWNE.

**CRUISES** on the Magnificent Ocean Yacht "ARGONAUT." Tonnage, 3274; H.P., 4000. Electric Light. First-Class Cuisine. Autumn, Winter, and Spring Cruises to the Mediterranean, including the Riviera, Naples, Sicily, Algiers, Malta, Greece, Constantinople, the Crimea, Batoum, Trebizon, Smyrna, Palestine, Egypt, etc.

Autumn Cruise to the Baltic, including the Northern Capitals of Europe, St. Petersburg, Stockholm, and Copenhagen. £10 10s. Cruises to the Norwegian Fjords. £10 10s., £11 11s., £13 13s., and £14 14s. Tours to Rome. £5 5s. Tours to Geneva and to Lucerne. Winter Skating Parties to Adelboden and to Grindelwald.

*Ful particulars from the Secretary, 5, Endsleigh Ga-dens, Euston, London, N.W.*

## Norway, Denmark, and Germany.

The First Class Passenger Steamers of The Leith, Hull, and Hamburg Steam Packet Company, Ltd., sail as under-noted (unless prevented by the weather or unforeseen circumstances):—

From Leith to Christiansand, every Thursday, for Bergen, the Hardanger, Sætersdal, and Christiania. Returning every Friday.

From Leith to Copenhagen, every Thursday, for Gothenburg, the Gota Canal, and Stockholm. Returning every Thursday.

From Leith to Hamburg, every Wednesday and Saturday, for Berlin, Dresden, Vienna, Munich, the Harz Mountains, the Rhine, and Switzerland. Returning every Monday and Friday.

**Cabin Fares** to or from Leith (including provisions):—Copenhagen and Christiansand, single, £3 3s. Od., return, £5 5s. Od. Hamburg, single, £2 10s. Od., return, £4 4s. Od. These Tickets issued on board from one hour before the advertised sailing hour.

**Through Fares** (including Provisions in Company's Steamers):—To Christiania, £4 0s. Od. To Bergen, £4 7s. 6d. To Berlin, £3 10s. Od.

### CIRCULAR TOURS.

A HANDBOOK may be had on application, with maps and details of these and of the most interesting Tours among

### THE FJELDS AND FJORDS OF NORWAY.

**Fares for the Round**:—LEITH and BACK. TOUR I.—Hamburg, Kiel, Copenhagen, Christiansand, £6 8s. Od. TOUR II.—Hamburg, Vamdrup, Fredericia, Nyborg, Korsoer, Copenhagen, Christiansand, £6 12s. 6d. TOUR III.—Hamburg, Berlin, Rostock, Copenhagen, Christiansand, £7 13s. Od.

*The above Fares are Cabin and 2nd Class Rail, but 1st Class Rail Tickets can be had if desired.*

Tickets are also issued for three extensions to SWEDEN at £2 8s. 5d., £6 3s. Od., and £6 11s. 6d. respectively, enabling tourists to visit the famous Gota Canal and Stockholm. Particulars on application.

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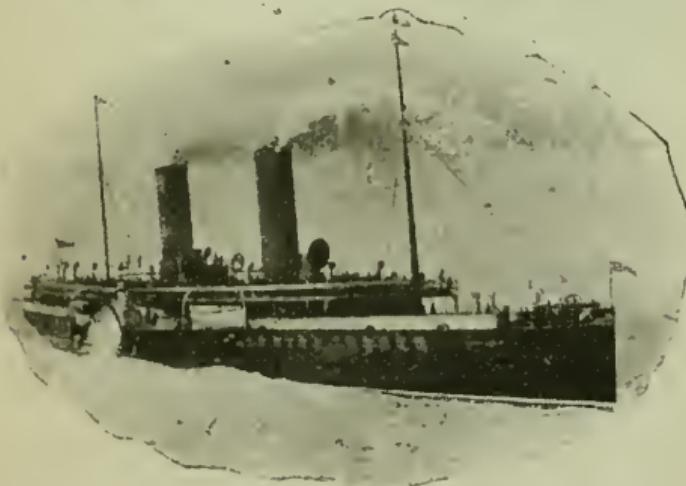
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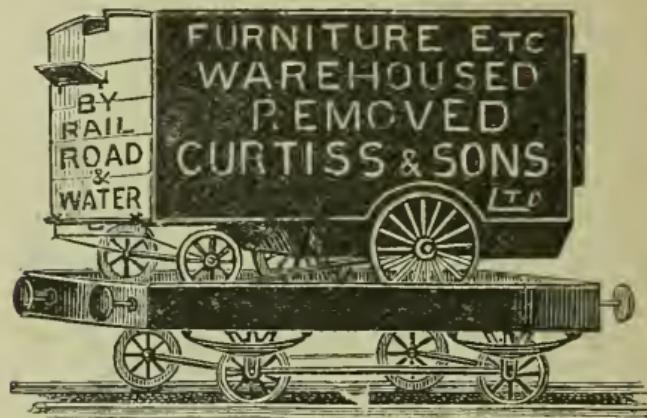


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Establishment. The finest position in Buxton. Replete with every comfort. Four minutes' walk from Baths, Garden, Churches, Stations, &c. Table d'Hôte, 6.45 p.m. Nat. Tel. 0481. Telegrams —“Balmoral, Buxton.” **MRS. LEE, Proprietress.**

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Entrance Hall, Dining,  
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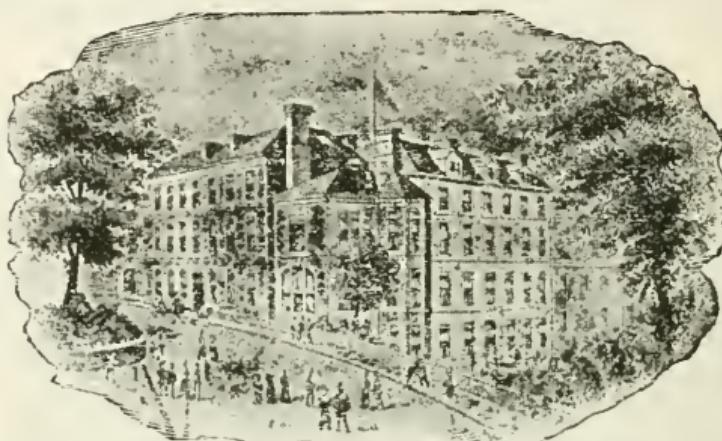
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**TERMS MODERATE & INCLUSIVE.**

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A First-Class Family Hotel



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PUBLIC Dining and Drawing Rooms; Reading and Smoking Rooms; Private Sitting Rooms, and Rooms en suite. Table d'Hôte at 7.0 p.m. The Hotel is detached, pleasantly situated with southern aspect, is close to Baths, Gardens, Church, and Railway Stations, and has special suites of Rooms without staircases for Invalids. Corridors Heated throughout the Winter. Electric light in every room. Terms Moderate. Nat. Telephone No. 0448. W. F. MILL, PROPRIETOR.

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ENLARGED and NEWLY BEAUTIFIED.

Finest Situation, near Baths Excellent Table, Large Library, Perfect Sanitation, Heated throughout during winter.

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# Great Northern Railway Company (IRELAND).

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**THE GREAT NORTHERN.**—Commands fine views of Donegal Bay and the neighbouring Mountain Ranges. Lighted by Electricity throughout. Sea and Fresh Water Baths (Hot or Cold). **Excellent Eighteen Hole Golf Links on Hotel Grounds, free to Visitors** staying at the Hotel. Croquet. Tennis. Unsurpassed facilities for Lake, River, and Sea Fishing. Coaching. Sea Bathing.

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Combined Rail and Hotel Tickets are issued at the Company's principal Stations, from which also rooms may be telegraphed for free of charge, but the issue of Combined Tickets to Bundoran is suspended between the 15th July and the 15th September.

For terms apply to the Managers at the Hotels.

T. MORRISON, SECRETARY.

AMIENS STREET TERMINUS,  
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# ATHOLL ARMS HOTEL

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BLAIR ATHOLL is much the nearest and most central point from which to visit Killiecrankie, the Queen's View, Lochs Tummel and Rannoch, Glen Tilt, Braemar, the Falls of Bruar, Garry, Tummel, and Fender; the Grounds of Blair Castle, &c.; and it is the most convenient resting-place for breaking the long railway journey to and from the North of Scotland.

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Patronised by the Royal Family, Nobility, and Gentry.

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# THE HOTEL, CHURCH STRETTON

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N.B.—The purity of its water is highly recommended by the Medical Profession.

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FOR TERMS APPLY TO THE MANAGERESS.

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# WALTON PARK HOTEL

THE Most Comfortably-furnished Hotel in the West of England, beautifully situated on Walton Cliffs, directly facing the sea. The extensions are now completed, redecorated and refurnished. Large Lounge and Recreation Room. Perfect Sanitation. Seven Acres of pleasure Grounds, containing 4 Tennis Courts and 2 Croquet Lawns. Excellent Cuisine and Wines. Special Motor Garage, with Inspection Pits. Golf.

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Splendid Beach—two miles long. Sea Bathing. Boating. Fishing. Healthy and Invigorating Climate. The Golf Course of 18 holes, laid out by the Railway Company, is pronounced by distinguished Players to be one of the best in the Kingdom. Ladies' Course of 9 holes.

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OWNED BY THE

### GREAT NORTH OF SCOTLAND RAILWAY COMPANY,

OCCUPIES a Charming Site, overlooking the Bay of Cruden. Every Modern Accommodation. Electric Light. Lift. Bowling Greens. Tennis Courts. Croquet Lawns. Electric Tramway between Station and Hotel. Address inquiries to the

Manager, Cruden Bay Hotel, Port Erroll, N.B.

See PALACE HOTEL Advertisement, Page 2.

## CROMER, NORFOLK.

First-class Private Hotel. Sea view to most Rooms. Accommodation for Sixty Visitors. Electric Light. Separate Tables.

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Beach Boarding Establishm.e.t. Opening on Parade. Terms strictly moderate. Telephone 0174a.

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OCUPIES the finest Hotel site in this delightful district, commanding an extensive view of the open Forest, and offers at once the most advantageous centre for residential and other Visitors. Keys and Passes for the Park and Forest Drives. Carriages of every description. First-class accommodation for Motors.

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Also at the ROYAL OAK HOTEL, EDWINSTOWE.

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Moderate Charges.  
First Class.

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Hydraulic Lift.  
Electric Light.

**HOTEL.**



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**Calthorpe Court Hydro**  
TRINITY PLACE.

DETACHED. 30 yds. from sea front. Central. Individual comfort studied. Separate tables. From **2½** gns. weekly, or **8/6** daily. Only address in Eastbourne for the Dowsing Heat & Light Treatment, also High Frequency, X Rays, and all latest improvements in Electro Therapeutics. Resident Physician. Treatment Optional. Proprietress MRS. LATHBURY. Teles. "Calthorpe, Eastbourne."

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**Edwinstowe—Dukeries Hotel.**—The Premier Hotel in Edwinstowe. Five minutes' walk from Old Sherwood, and the most delightful Forest Scenery in the Kingdom. Keys and passes for the ducal private parks and drives. R. SMITH, Manager.

*Established over Half a Century.*

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### **OLD WAVERLEY HOTEL, 43, PRINCES STREET.**

*Telegrams—“Waverley, Edinburgh.”*

Accommodation for 200 Visitors. Passenger Elevator. Electric Light. Recommended by *Bradshaw's Tourist Guide* as “the Cheapest and Best Temperance Hotel they had ever seen.”

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First-class Commercial House. Well-lighted Stock-Rooms on ground floor, from 2s. upwards.

**CRANSTON'S**

# **WAVERLEY TEMPERANCE HOTEL.**

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### **172, SAUCIEHALL ST. *Telegrams—“Waverley Hotel, Glasgow.”***

This Hotel is allowed to be unsurpassed for situation, for comfort, and for catering, and is under the personal management of Mrs. MASON, daughter of the late Mr. CRANSTON.

**CRANSTON'S**

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In the Centre of the City. Exceptional advantages to persons visiting London on Business.

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**CAUTION.**—See that you are taken to Cranston's Waverleys.

# **DARLING'S REGENT TEMPERANCE HOTEL**

20, WATERLOO PLACE,

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Under the personal management of Miss Darling.

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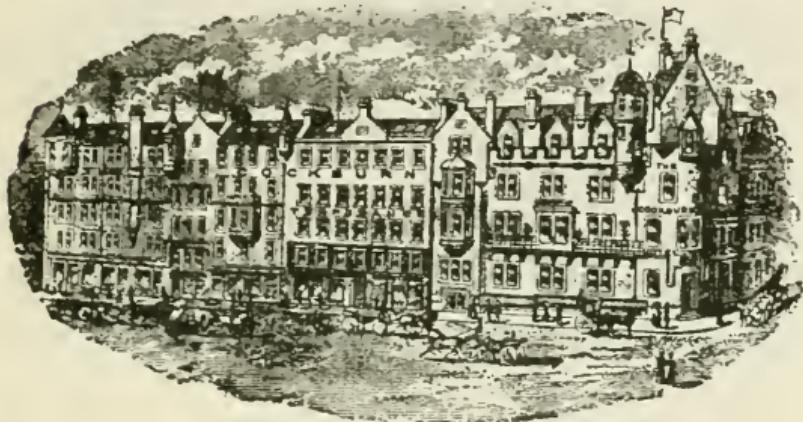
*Telephone No. 02928 Central.*

“DARLING'S HOTEL, EDINBURGH.”

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# THE COCKBURN HOTEL,

*Adjoining Waverley Station.*

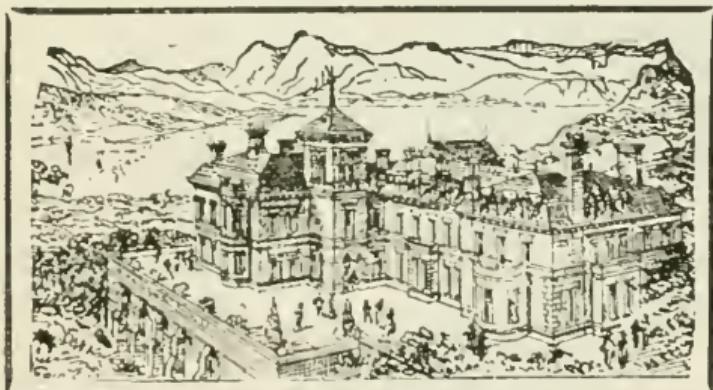


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**E**REFERENCE to any map of the Lake District will clearly show that Ambleside is situated in the immediate centre. Communication is made by Water and by Coach with all parts of the district, combining to favour Ambleside as an unrivalled sojourning place. The chief hotels are:

### THE SALUTATION, THE QUEEN'S, THE WINDERMERE WATERHEAD,

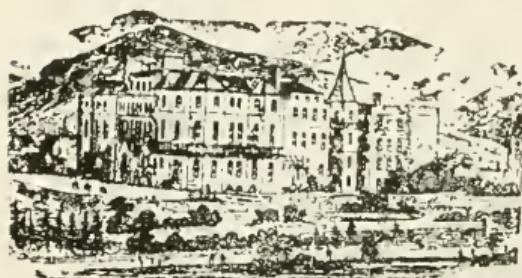
all of which are commodious and high-class, and offer every homely comfort to visitors. Private Coaches and Carriages of every description may also be obtained.

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run daily from the Hotels and the Steamer Pier for Keswick, Coniston, Ullswater, and the Langdale. For time tables apply at the aforesigned hotels, Taylor's Coach Office, Ambleside, or various offices en route.

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**C**ONNECTED with the Railway Station by a Corridor. Stands in its own grounds. Has views of unsurpassed loveliness. Lighted by Electricity. National Telephone No. 020, and Telegraph on the premises. Free Golf Course to Hotel Visitors.  
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### ENGLISH LAKES. SWAN HOTEL, NEWBY BRIDGE.

*At the foot of Windermere Lake. Within a mile of Lake Side Station and Steamboat Pier of the Furness Railway.*

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FACING GRAND OLD CATHEDRAL.



TELEPHONE NO. 244.

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Omnibuses meet trains. Post horses and Carriages. Table d'Hôte, 7 p.m.

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As a Tourist Centre, owns many attractions, and as a Winter Resort is frequently recommended by the leading Medical Practitioners.

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IS beautifully situated, with charming Views of the Harbour, Pendennis and St. Mawes Castles, and is replete with every homely accommodation for Families and Gentlemen. Ladies' Drawing Room. Billiard Room. Posting in all its Branches. High-class Hotel with Moderate Tariff. Visits taken *en pension* during the Winter Months. Hotel Omnibus meets all Trains and Steamers.

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First-class Private Hotel and Boarding Establishment.

An Ideal Position.

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Facing the Stray. Within three minutes' walk of Station,

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CLOSE to and facing Sea. Magnificent Views. Charming position. Spacious and most comfortable Rooms. Table d'Hôte. Balconies. Baths. Perfect Sanitation. MODERATE. C. MARTIN.

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**Splendid Cuisine.**

A. R. PRICE, PROPRIETOR.

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**MONTEBELLO Boarding HOUSE.**

**C**HE Oldest Established Family and Commercial Boarding House. Is one of the Largest, Most Central, and Most Reasonable in Ilfracombe. Boarding Terms by Day or Week, Strictly Moderate and no Extras. Large Dining Hall. Commercial Room. Three minutes' walk from Sea. First-class Bedroom Accommodation, with good Sea View.

Under the Original Proprietor, W. H. SMYTH.

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**S**IN one of the Finest Positions. Uninterrupted Sea View. Private Marine Walk adjoining Capstone Parade, and close to the Victoria Pavilion and Pier. Spacious Dining and Drawing Rooms, with Balconies facing the Sea. Smoking Rooms. Bath Rooms. Good Cuisine. Cleanliness and Home Comforts guaranteed. Moderate terms. **Mrs. F. H. COLWILL, Proprietress.**

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**B**EAUTIFULLY situated on the Sea Front. Uninterrupted Sea View, adjoining Capstone Parade. Large Dining, Drawing, and Smoking Rooms with Balconies facing the Sea. Excellent Cuisine. Moderate Terms.

Apply—MANAGERESS.

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**IMPERIAL HOTEL.**

**UNIQUE SITUATION, FACING SEA AND CAPSTONE.**

**T**HIS well-known and first-class Private Hotel, replete with comfort and luxury, contains 100 Apartments, elegant Lounge, Drawing, Billiard, and Ball Rooms. Electric Light now added. Balconies. Goli. En pension, from 42/- to 3½ guineas, according to room and season. For Illustrated Tariff apply to LEONARD PARSONS, Manager. **CHARLES DREW (Oswestry), PROPRIETOR.** Telegrams—“Imperial Hotel, Ilfracombe.” **National Telephone, No. 22.**

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Opposite General Post Office. Under same Proprietor and Management. Apply for Illustrated Tariff. En pension, from 42/-. Pratt's Spirit for Motor Cars.

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THE Oldest Established and most Comfortable Hotel in Ilfracombe. Faces the Harbour, and close to the Beach, Baths, Pier, and Pavilion. Terms "En Pension." Very Moderate Tariff.

SPACIOUS DINING, DRAWING, COFFEE  
AND SMOKING ROOMS.

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ONE of the most well-known and charmingly situated FIRST-CLASS PRIVATE HOTELS and BOARDING ESTABLISHMENTS in Ilfracombe, standing close to and facing the Sea, Capstone Parade, Pavilion, and Pleasure Grounds. Spacious Drawing, Dining, Reading, Smoking, and Billiard Rooms. Sixty Bedrooms. Hot and Cold Baths. Noted for its Liberal Table. Table d'Hôte at 6.30. Moderate inclusive Tariff on application.

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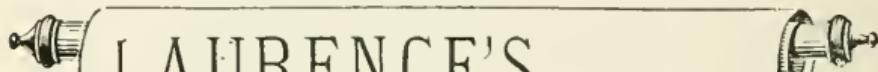
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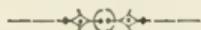
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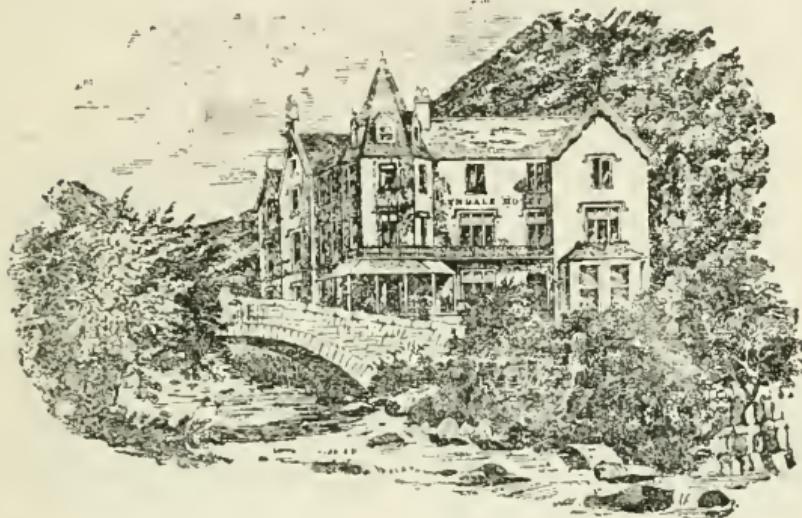
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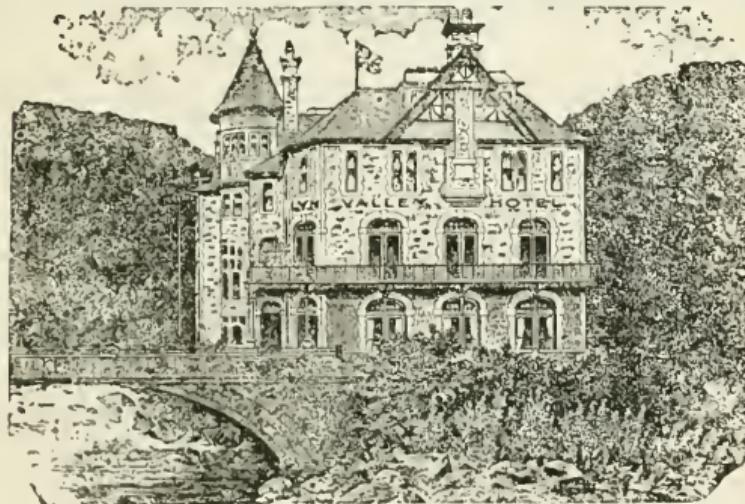


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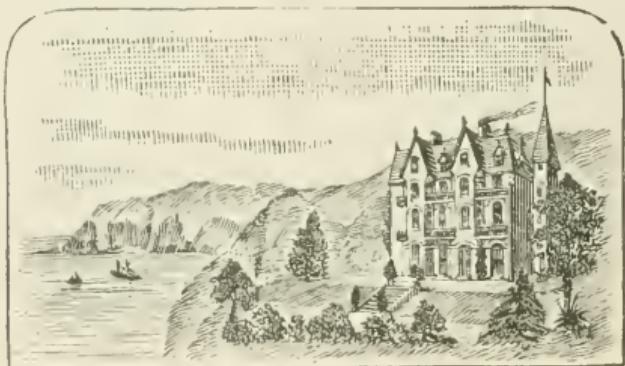
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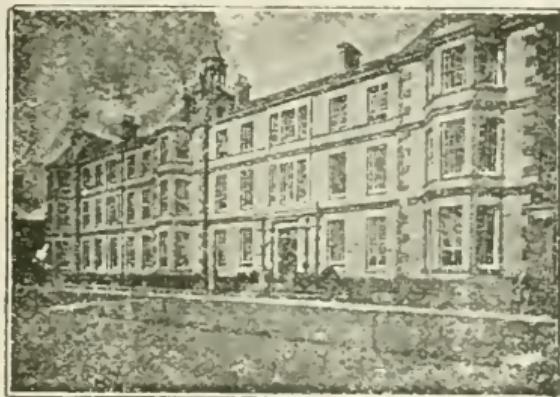
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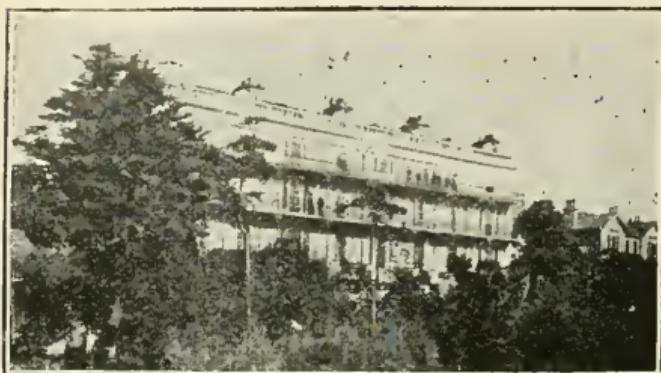
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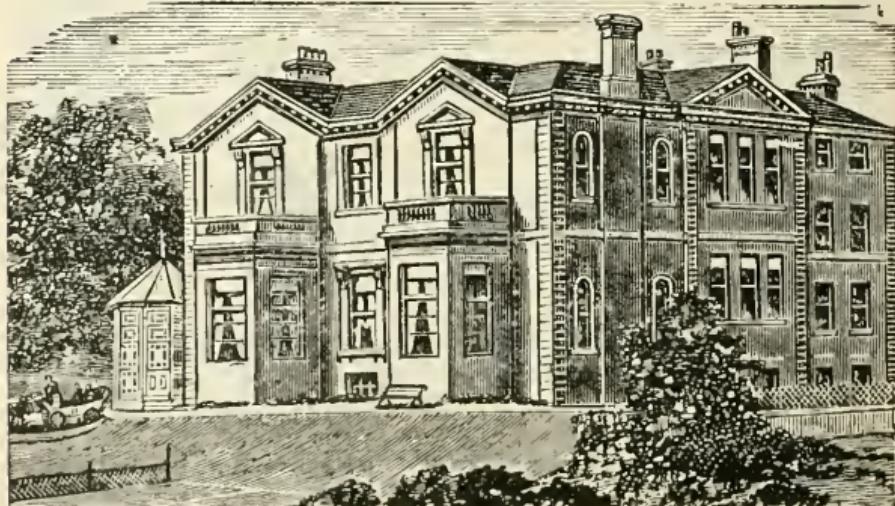
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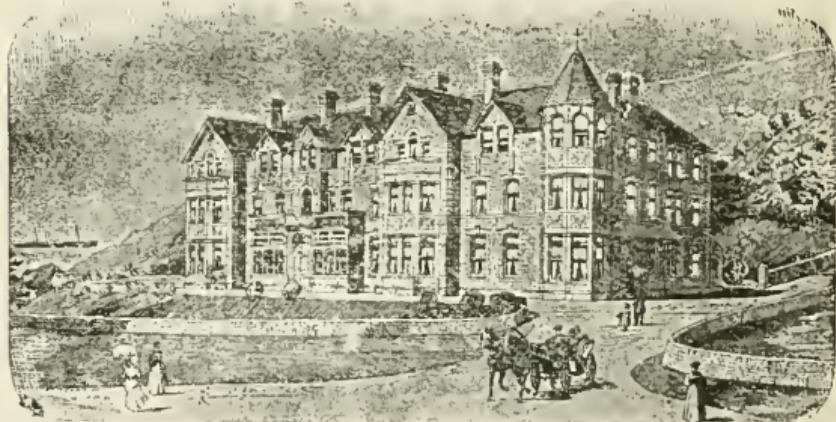
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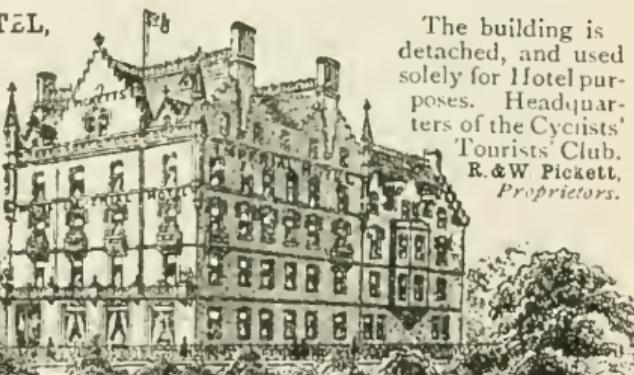
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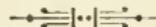
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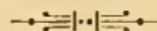
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